DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE CITY OF MENIFEE

State Clearinghouse Number 2017081069

for

"Rockport Ranch Project"

General Plan Amendment No. 2016-287
Change of Zone No. 2016-288
Specific Plan No. 2016-286
Tentative Tract Map No. 2016-285 (TR 37131)

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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
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
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
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
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
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
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
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
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
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
LCC	Land Capability Classification
LE	Land Evaluation
LESA	Land Evaluation & Site Assessment
LEQ	Equivalent Energy Level
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
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
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
NFPA	National Fire Protection Association
NFRAP	No Further Assessment Planned site list
NMTP	Non-Motorized Transportation Plan
NO2	Nitrogen Dioxide
NOAA	National Oceanic and Atmospheric Administration
NOP	Notice of Preparation
NO_X	Oxides of Nitrogen
NPDES	National Pollution Discharge Elimination System
NPDWRs	National Primary Drinking Water regulations
NPL	National Priority List
NRCS	Natural Resources Conservation Service
NPMS	National Pipeline Mapping System

NPS	Non-Point Source
O3	Ozone
OAL	Office of Administrative Law
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
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
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
RHNA	Regional Housing Needs Assessment
RivTAM	Riverside County Transportation Analysis Model
ROG	Reactive Organic Gases
ROW	Right-of-Way
RPS	Renewables Portfolio Standard
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
SARA	Superfund Amendments and Reauthorization Act
SB	Senate Bill
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
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
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
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*

CHAPTER 1 – EXECUTIVE SUMMARY

This Executive Summary for the Rockport Ranch Project (Project) Draft Environmental Impact Report (DEIR) summarizes the environmental effects that are forecast to occur from implementation of the 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 Abacherli Family Trust (Project proponent) proposes to implement a General Plan Amendment (GPA No. 2016-287), Change of Zone (CZ No. 2016-288), Specific Plan (SP No. 2016-286), and Tentative Tract Map (TR No. 2016-285 also referred to as TR 37131), herein collectively referred to as the "Project") to allow development of a Specific Plan subdivision which includes 305 residential units as well as recreation facilities. The proposed GPA would revise the Land Use Designation from Agriculture (AG) to Specific Plan (SP). The proposed 79.68-acre Rockport Ranch property is located in the City of Menifee, on the southwest corner of Briggs Road and Old Newport Road (APNs 364-190-004, and 364-190-005).

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 GPA, CZ, SP, and TR and grant entitlements for the Project. The decision to prepare an Environmental Impact Report (EIR) was based on the finding that the 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), provided as Subchapter 8.1 of this document. Landowners in proximity of the Project received a mailing notifying them of the scoping meeting. The NOP was distributed to interested agencies, the State Clearinghouse (SCH#2017081069), and a list of interested parties compiled by the City. The City held a Scoping Meeting on September 14, 2017 at 6:30 p.m. at Menifee City Hall. The date and location of the scoping meeting was announced in the NOP. Although not required, a legal advertisement announcing the scoping meeting was published in newspapers of general circulation prior to the scoping meeting. Eight (8) written responses were submitted in response to the NOP. 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*. Two (2) people provided comments at the scoping meeting.

Subsequent to the Initial Study being circulated and prior to the DEIR being completed, the City of Menifee revised its Initial Study checklist. These revisions were made based on the changes adopted in November 2018, by the State of California, to the guidelines for implementing CEQA, Appendix G Environmental Checklist Form. Two new environmental topics (Energy and Wildfire) were introduced to be analyzed in future Initial Studies; these environmental topics are being added to the DEIR to be analyzed and are presented as follows:

- Energy (Subchapter 4.19)
- Wildfire (Subchapter 4.20)

The City has prepared a DEIR for the Rockport Ranch Project that evaluates the potential environmental impacts that would result from constructing and implementing the Project. Because this Project includes a subdivision map, the focus of the analysis, in accordance with Section 15146 of the State CEQA Guidelines, addresses the specific effects of the Project as presented in TR 37131. However, it is the combination of entitlements requested for this Project that must be

approved by the City to allow development shown in TR 37131 to be implemented.

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 Project. Possible ways to minimize significant effects of the 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 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 (EMWD);
- Riverside County Department of Environmental Health (for well closures/relocations);
- Riverside County Transportation Commission; and
- Regional Water Quality Control Board, Santa Ana Region.

1.3 PROJECT OBJECTIVES

The Project consists of 305 residences; onsite infrastructure to support these residences; recreational areas to meet Project-specific needs; and offsite infrastructure to support the Project. The following represent the Project's objectives:

- Provide a variety of housing opportunities through a range of unit types, sizes, and number of different bedroom counts, including 3, 4, 5, and 6-bedroom units, as well as a range of affordability to accommodate a full spectrum of family demographics and the growing housing needs of the region;
- Create a development which maximizes recreational open space within the Specific Plan Area;
- Provide development standards to regulate the nature and appearance of all construction within the Rockport Ranch Specific Plan area through integration of land form use, architectural design, unified landscape theme, and recreation areas;
- Design a safe and efficient circulation system that adequately supports the appropriate level of traffic in and around the Specific Plan Area, including vehicular, bicycle, pedestrian, and equestrian modes of travel;
- Develop a financing plan that provides for the efficient and timely provision of infrastructure and public services prior to and as development occurs;
- Implement a maintenance program which will ensure all common areas are maintained to standards set forth in the City's General Plan; and
- Finance and/or contribute to all appropriate community and city-wide infrastructure.

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: GPA No. 2016-287, CZ No. 2016-288, SP No. 2016-286, and TR 37131.

1.5 IMPACTS

Based on the findings of the NOP, the City concluded that an EIR must be prepared to address the Project. A full scope DEIR has been prepared for the Project.

Based on data and analysis provided in this DEIR, it is concluded the Project could result in significant adverse environmental impacts to the following environmental issues: Air Quality. 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 Avoidance, Minimization and Mitigation Measures Discussed in this Draft EIR***, at the end of this Chapter, 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 DEIR have been determined to experience less than significant impacts based on the facts, analysis, and findings in this DEIR.

<u>Aesthetics</u>

As described in Subchapter 4.2 of this DEIR, the existing visual setting of the Project site will be permanently altered. The intensification of the Project site from the Project's disturbance and development (which is greater than that which presently occurs on the site) results in an unavoidable impact of the Project. This impact is primarily to the existing agricultural uses to the east of Briggs Road. But, later 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 Project can be implemented in conformance with the guidelines and standards of the Rockport Ranch Specific Plan, which serve to implement the Goals and Policies of the General Plan. While the impacts are unavoidable, they are not considered significant, or adverse with adherence to **Standard Condition SC-AES-1**.

<u>Agriculture and Forest Resources</u>

Based on the information presented in Chapter 4.3, the Project is not forecasted to cause any significant adverse impacts to agricultural resources or resource value. No unavoidable significant impact to agricultural resources will result from implementing the Project. The Project's impact to agricultural resources is a less than significant adverse impact with adherence to **Standard Condition SC-AG-1**.

Biological Resources

As described in Subchapter 4.5, due to the lack of significant biological resources within the Project site, the Project is not forecasted to cause any direct significant unavoidable adverse impact to sensitive biological resources. With adherence to **Standard Conditions SC-BIO-1** and **SC-BIO-2**, and incorporation of **Mitigation Measures MM-BIO-1** and **MM-BIO-2**, 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 Project is not forecast to cause significant unavoidable adverse impacts to biological resources. Project biology impacts are less than significant.

Cultural Resources

Based on the information presented in Chapter 4.6, 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-9**. 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.

Geology and Soils

According to Subchapter 4.7, 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 or DEIR. **Standard Conditions SC-GEO-1** through **SC-GEO-3**, **SC- AQ-3** and **Mitigation Measure MM-GEO-1** have been identified, that must be implemented to control exposure to potentially strong seismic ground shaking, seismic-related ground failure – 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. The Project can be implemented without causing or experiencing significant unavoidable adverse geology or soil impacts.

Greenhouse Gases

As described in Subchapter 4.8, an individual project such as the Project cannot generate enough greenhouse gas emissions to effect a discernible change in global climate. However, the Project may contribute to global climate change by its incremental contribution of greenhouse gasses.

With implementation of **Standard Condition SC-GHG-1, Mitigation Measure MM-AQ-1,** and **Mitigation Measure MM-GHG-1,** emission rates will be consistent with applicable significance thresholds (Tier 4 performance standard; 4.6 Metric Tons Carbon Dioxide Equivalent [$MTCO_2e$] per service population [SP] in 2021). 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

According to Subchapter 4.9, 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-AES-1**, and incorporation of **Mitigation Measures MM-HAZ-1** through **MM-HAZ-11**, 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

Based on the information presented in Chapter 4.10, 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-5**, 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

According to Subchapter 4.11, the Project would represent a change to the City's General Plan Land Use plan and the City's Zoning Map. Based on the data and analysis presented in Subchapter 4.11, implementation of the 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 Project has no potential to cause any unavoidable adverse impact to mineral resources or values in Riverside County or City of Menifee.

Noise

As stated in Subchapter 4.12, 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, or the City's Noise Ordinance. Operational impacts/roadway impacts are considered less than significant with the incorporation of Project design features (6' high wall in rear yards), **Standard Conditions SC-NOI-1** and **SC-NOI-2**, and **Mitigation Measure MM-NOI-1**. 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 substantial sources of vibration would be associated with Project operation. Impacts would be less than significant.

No unavoidable, significant adverse noise impacts will occur as a result of Project implementation.

Population and Housing

According to Subchapter 4.13, the 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 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

Based on the information presented in Chapter 4.14, 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 (**Standard Condition SC-PS-1** and **Standard Condition SC-PS-2**), and implementation of **Mitigation Measure MM-PS-1** 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.

In addition, 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**, **Mitigation Measure MM-PS-2**, payment of DIF (**Standard Condition SC-PS-3**), and through the annual taxes generated by the Project, any potential impact through expansion of police protection services will be less than significant.

The school districts servicing the 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 Subchapter 4.14, 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-4**). 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, Menifee Union School District (MUSD) and Perris Union High School District (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 libraries servicing the 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 (**Standard Condition SC-PS-5**). This will preclude the Project from creating any unavoidable significant adverse impact.

Recreation

As described in Subchapter 4.15, the existing recreation resources and system in the vicinity of the 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 the payment of in-lieu fees pursuant to Municipal Code Section 9.55 and DIFs (reference **Standard Conditions SC-REC-1** and **SC-REC-2**). This will ensure that the proposed Project will not cause significant unavoidable adverse impacts to the area recreation resources.

Transportation

According to Subchapter 4.16, the Project will install adjacent roadways in accordance with City of Menifee General Plan standards and will pay fair share funds to improvements on area roadways through payment of TUMF and DIF (reference **Standard Conditions SC-TR-1** through **SC-TR-3** and **Mitigation Measure MM-TR-1**). As part of the analysis contained in the *TIA*, cumulative impacts were analyzed for existing with ambient growth (Year 2020) with Project with cumulative

traffic conditions, and existing with ambient growth (Year 2040) with Project with cumulative traffic conditions. The analysis concluded that Project impacts would be less than significant and less than significant with mitigation incorporated under these two scenarios, respectively. No significant adverse impacts were attributable to the Project on transportation resources.

Tribal Cultural Resources

As described in Subchapter 4.17, 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-9**, as revised from the IS. 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.

Utilities and Service Systems

Based on the information presented in Chapter 4.18, 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. Reference **Standard Conditions SC-USS-2** through **SC-USS-5** and **SC-HYD-1** through **SC-HYD-5**.

Implementation of the Project will result in the additional generation of construction and operational solid waste. **Standard Condition SC-USS-1** addresses 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 standard condition 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.

Energy

As described in Subchapter 4.19, energy usage is assumed to be cumulative. The 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 **Mitigation Measure MM-GHG-1**.

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 **Mitigation Measure MM-GHG-1**.

Wildfire

According to the IS and Subchapter 4.20, 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 moderate, high or very high fire hazard severity on Exhibit S-6 High Fire Hazard Areas of Menifee General Plan. 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 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 could result in significant impacts to the following environmental issues: Air Quality based on the facts, analysis and findings in this DEIR.

Air Quality

The Project-specific evaluation of emissions, as described in Subchapter 4.4, demonstrates that after implementation of **Standard Conditions SC-AQ-1** through **SC-AQ-4**, and **Mitigation Measure MM-AQ-1** and **Standard Condition SC-AG-1** construction of the Project would not result in emissions that exceed applicable SCAQMD regional air quality thresholds. Project operational-source emissions would not exceed applicable SCAQMD regional thresholds of significance for emissions (ROG) during operation after implementation of the recommended mitigation measures. All other criteria pollutants are below thresholds.

Given that the proposed density of single-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. 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.

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

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 Project objectives are to provide a variety of housing opportunities through a range of unit types, sizes, and number of different bedroom counts, including 3, 4, 5, and 6-bedroom units, as well as a range of affordability to accommodate a full spectrum of family demographics and the growing housing needs of the region; create a development which maximizes recreational open space within the Plan Area; provide development standards to regulate the nature and appearance of all construction within the Rockport Ranch Specific Plan area through integration of land form use, architectural design, unified landscape theme, and recreation areas; design a safe and efficient circulation system that adequately supports the appropriate level of traffic in and around the Plan area, including vehicular, bicycle, pedestrian, and equestrian modes of travel; develop a financing plan that provides for the efficient and timely provision of infrastructure and public services prior to and as development occurs; implement a maintenance program which will ensure all common areas are maintained to standards set forth in the City's General Plan; and finance and/or contribute to all appropriate community and city-wide infrastructure. In this instance, the DEIR analysis in Chapter 4, *Environmental Impact Evaluation*, has reached a finding that one (1) unavoidable significant adverse effect [Air Quality] will result from implementing the Project as proposed in Chapter 3, *Project Description*.

<u>No Project Alternative (NPA)</u>

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 Project, i.e., would meet the project objectives or requirements. Under this alternative, the environmental impacts that would occur if the Project is not approved and implemented are identified. This no project alternative assumes the property remains in its current state – four (4) single-family residences and vacant land.

<u>Development Under the Existing General Plan Land Use Designation (EGPA)</u>

A second alternative of developing the Project site under the existing Agricultural (AG) General Plan Land Use designation, will be considered in this document. This will be referred to as the Agriculture Development/Existing General Plan Alternative (EGPA). With an AG Land Use designation, other agricultural uses, besides dairy uses may be allowed on the Project site, consistent with the A-1 Zone (Light Agriculture) as described in Section XIII of the City's Zoning Code. The A-1 Zone has been selected, as it is less intensive than the A-2 Zone (Heavy Agriculture). Light Agriculture would be more appropriate on the Project site, given the suburbanizing nature of development that exists and is proposed in the Project vicinity. While the Ramona Egg Ranch is located immediately easterly of the Project site (across Briggs Road), much of the other properties located easterly and southeasterly of the Project site (located within the County of Riverside) is either vacant, or dry farmed, and is slated for a suburban density level of

development.

Reduced Project Intensity Alternative (RPIA)

Under the Reduced Project Intensity Alternative (RPIA) the entirety of the Project would be developed as “standard” detached single-family development at the lower end of the density range for the medium density residential (MDR, 2-5 dwelling units/acre) General Plan Land Use Designation. In total, 160 dwelling units would be developed under the RPIA. This is a decrease of 145 dwelling units (a 48% reduction) on the Project site, when compared to the Project.

Table 1-1, *Tabular Comparison of Project Alternatives*, lists the Project and the three (3) alternatives. The question of whether the Project (or alterative) will result in a significant adverse impact is answered for the 19 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, meet 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 …?				
	Project	**No Project Alternative (NPA)**	**Existing General Plan Alternative (EGPA)**	**Reduced Project Intensity Alternative (RPIA)**	**Which Alternative is Environmentally Superior?**
Aesthetics	No	No	No	No	NPA and EGPA
Agriculture and Forest Resources	No	No	No	No	NPA and EGPA
Air Quality	**Yes**	No	No	**Yes**	NPA, EGPA and RPIA
Biological Resources	No	No	No	No	Alternatives are equal
Cultural Resources	No	No	No	No	Alternatives are equal
Geology and Soils	No	No	No	No	NPA
Greenhouse Gases	No	No	No	No	NPA, EGPA and RPIA
Hazards and Hazardous Materials	No	**Yes**	**Yes**	No	RPIA
Hydrology and Water Quality	No	**Yes**	**Yes**	No	RPIA
Land Use and Planning	No	No	No	No	NPA and EGPA
Mineral Resources	No	No	No	No	Alternatives are equal
Noise	No	No	No	No	NPA
Population and Housing	No	No	No	No	NPA and EGPA
Public Services	No	No	No	No	NPA
Recreation	No	No	No	No	NPA
Transportation	No	No	No	No	NPA, EGPA and RPIA
Tribal Cultural Resources	No	No	No	No	Alternatives are equal
Utilities and Service Systems	No	No	No	No	NPA
Energy	No	No	No	No	NPA
Wildfire	No	No	No	No	NPA
Would Meet Project Objectives?	**Yes**	No	No	No	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 the following issues were identified as being controversial:

- Loss of Agricultural Land;
- Groundwater, groundwater recharge, aquifer volume, or groundwater table level as it pertains to the lakes;
- Breadth and scope of the Cultural Resources Assessment;
- Value of the ranch house, certain biological resources, and heritage trees; and
- High concentrations of methane in the soil.

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 Project impacts, but 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	*N/A*	*Mitigation not required*	*Not applicable*	*Not applicable*	*Mitigation not required*
Agriculture and Forest Resources	*N/A*	*Mitigation not required*	*Not applicable*	*Not applicable*	*Mitigation not required*
Air Quality	a. Would the Project conflict with or obstruct implementation of the applicable air quality plan?	**MM-AQ-1** The Project applicant, or agent thereof, shall require that no wood-burning fireplaces be installed; rather, all fireplaces will be natural gas-fueled type. Any fireplaces shall be specified on construction documents as gas-fueled.	*Prior to building permit issuance*	*Community Development Department*	*Significant and unavoidable*
	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?	See **MM-AQ-1**, above			*Less than significant*
Biological Resources	f. Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	**MM-BIO-1** 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).	**MM-BIO-1** *30 days before ground disturbance*	**MM-BIO-1** *City of Menifee Community Development Department*	*Less than significant*

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Impact After Mitigation
		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.			
		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. 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. The findings shall be submitted to the City of Menifee Community Development Department for review and approval.	**MM-BIO-2** *Prior to grading permit issuance*	**MM-BIO-2** *City of Menifee Community Development Department*	*Less than significant*
Cultural Resources	*N/A*	*Mitigation not required*	*Not applicable*	*Not applicable*	*Mitigation not required*
Geology and Soils	c. Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a	**MM-GEO-1** Prior to the issuance of a grading and/or building permit, the Project applicant shall submit plans that demonstrate compliance with the earthwork considerations, design recommendations, concrete construction,	*Prior to the issuance of a grading and/or building permit*	*Engineering/Public Works Department & Building and Safety Department*	*Less than significant*

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Impact After Mitigation

	result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	and post-construction consideration contained in the Geo Evaluation as it pertains to:
		• Earthwork Considerations
		  • General
		  • Site Clearing and Preparation
		  • Removals
		  • Engineered Fill
		  • Excavation Characteristics
		  • Slopes
		  • Shrinkage and Bulking
		  • Trench Excavations and Backfill
		• Design Recommendations
		  • Foundation Design Criteria
		  • Miscellaneous Foundation Recommendations
		  • Retaining Wall Design and Construction
		  • Pavement Design
		  • Soil Corrosivity
		  • Soil Sulfate Content
		• Concrete Construction
		  • General
		  • Concrete Mix Design
		  • Concrete Flatwork
		  • Concrete Performance
		• Post Construction Consideration
		  • Irrigation
		  • Drainage			

Greenhouse Gases	a. Would the Project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?	See **MM-AQ-1**, above **MM-GHG-1** Prior to the issuance of a building permit the Project applicant, or an agent thereof, shall submit plans for review and approval to the Building and Safety Department for the solar photovoltaic (PV) systems. Prior to occupancy, the Project applicant, or an agent thereof, shall install solar photovoltaic (PV) systems capable of a total generation of 1,707,561 kilowatt-hours (KWh) per	*Prior to occupancy*	*Community Development Department*	*Less than significant*

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Impact After Mitigation
		year. Solar PV panels may be located on the rooftops of residences or where allowed by the Specific Plan. Where the Project is completed in phases, residences may be occupied if the Project applicant can demonstrate to the satisfaction of City staff that the relative portion of the total solar generation is met (i.e., renewable generation is equal to or greater than 5,599 KWh annually per residence).			
	b. Would the Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?	See **MM-AQ-1** and **MM-GHG-1**, above			*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** If any materials are discovered at the site during any demolition activities that may contain asbestos (ACM) or lead based paint (LBP), 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-1** *During any demolition activities*	**MM-HAZ-1** *Qualified contractor & Engineering/Public Works Inspector*	*Less than significant*
		MM-HAZ-2 All grading plans shall be reviewed to determine the specific lots that are exempt from methane investigation and/or mitigation. A note shall be added to the grading permit, and final, approved grading plan that lists the specific lots that are exempt from methane investigation and/or mitigation.	**MM-HAZ-2** *Prior to grading permit issuance*	**MM-HAZ-2** *Engineering/Public Works Department*	*Less than significant*
		MM-HAZ-3 During grading operations, the grading contractor shall not import fill from other portions of the site (identified as Area 2 and Area 3 on Figure 4.9-1, *Livestock Related Activity*) that has significant manure or organic content into this area.	**MM-HAZ-3** *During grading operations*	**MM-HAZ-3** *Grading contractor & Engineering/Public Works Inspector*	*Less than significant*

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Impact After Mitigation
		MM-HAZ-4 Prior to grading in Area 2, any near surface highly organic material (which includes former manure stockpiles), shall be skimmed from these areas and removed off-site or placed in an onsite, non-structural location such as a park.	**MM-HAZ-4** *Prior to grading in Area 2*	**MM-HAZ-4** *Engineering/Public Works Department*	*Less than significant*
		MM-HAZ-5 A minimum of 30 days after grading has been conducted, Area 2 must be tested for methane on a lot-by-lot basis. A final report shall be prepared and submitted to the City for review and approval. Recommendations for methane remediation per County of Riverside Protocols (2004) shall be designed prior to the issuance of any subsequent building permits.	**MM-HAZ-5** *Minimum of 30 days after grading has been conducted and prior to building permit issuance*	**MM-HAZ-5** *City Engineering/Public Works Department*	*Less than significant*
		MM-HAZ-6 Remedial removals in former stock pond areas shall be monitored by the Project Geotechnical Consultant, during grading in Area 3. Organics that produce methane may have been flushed deep into the native soils.	**MM-HAZ-6** *During grading in Area 3*	**MM-HAZ-6** *Project Geotechnical Consultant*	*Less than significant*
		MM-HAZ-7 Remedial removals as deep as 10 feet below the former stock ponds shall be required. This will be coordinated with the information contained in the Project Geotechnical Evaluation, prepared by GEOTEK, Inc., March 2016 in order to provide appropriate remedial removal depths to provide a suitable foundation material. The organic content of fill materials beneath residential structures shall be less than 1% of the total fill mass. This shall be reflected on any and all grading plans.	**MM-HAZ-7** *Prior to grading permit issuance*	**MM-HAZ-7** *Engineering/Public Works Department*	*Less than significant*
		MM-HAZ-8 A minimum of 30 days after grading has been conducted Area 3 must be tested for methane on a lot-by-lot basis. A final report shall be prepared and submitted to the City Building and Safety Department for review and approval. Recommendations for methane remediation shall be designed per County of Riverside Protocols (2004, or most recent) prior to the issuance of any subsequent building permits.	**MM-HAZ-8** *Minimum of 30 days after grading has been conducted and prior to building permit issuance*	**MM-HAZ-8** *Engineering/Public Works Department*	*Less than significant*
	e. Would the Project	**MM-HAZ-9** During operations, the	**MM-HAZ-9** *During*	**MM-HAZ-9**	*Less than*

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Impact After Mitigation
	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)?	following uses shall be prohibited: a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator. b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport. c) Any use which would generate smoke or water vapor, or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.	*operations*	*Community Development Department* & Code Enforcement	*significant*
		MM-HAZ-10 The following disclosure shall be provided prior to the close of escrow to all potential purchasers of the proposed lots and to tenants of the homes thereon: "Notice of Airport in Vicinity. This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to	**MM-HAZ-10** *Prior to the close of escrow*	**MM-HAZ-10** *Community Development Department*	*Less than significant*

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Impact After Mitigation
		airport operations (for example: noise, vibrations, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b)(13)(A)".			
		MM-HAZ-11 As part of the Project WQMP, all new aboveground detention or bioretention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. As part of the Project landscape plans, vegetation in and around the detention/bioretention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in Project landscaping.	**MM-HAZ-11** *Prior to grading permit issuance and prior to approval of final landscape drawings*	**MM-HAZ-11** *Engineering/Public Works Department & Community Development Department*	*Less than significant*
Hydrology and Water Quality Resources	*N/A*	*Mitigation not required*	*Not applicable*	*Not applicable*	*Mitigation not required*
Land Use and Planning	*N/A*	*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** Sound Resistant Windows and Doors. All second story walls along Briggs Road shall have a combined sound transmission sound transmission class (STC) rating of 23 including all windows, doors, and other components. Prior to issuance of a building permit, the Project applicant or agent thereof, shall demonstrate to the satisfaction of the City Community Development Department that required sound resistant windows and doors have been identified on building plans.	*Prior to issuance of a building permit*	*Community Development Department*	*Less than significant*
Population and	*N/A*	*Mitigation not required*	*Not applicable*	*Not applicable*	*Mitigation*

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Impact After Mitigation
Housing					*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?	**MM-PS-1** Prior to the recordation of a final map, the Project developer shall establish a Public Services Community Facilities District (or other means of paying the annual costs) to mitigate its impact to the City's General Fund for Public Safety Services.	*Prior to final map recordation*	*Community Development Department*	*Less than significant*

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Impact After Mitigation
	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?	See **MM-PS-1**, above **MM-PS-2** To assure that the future Project development incorporates defensible space concepts, the design of each tract shall be reviewed with the Community Development Department prior to approval of any tentative tract maps, conditional use permits or other entitlements and the approved maps shall incorporate defensible space measures approved by the Sheriff's Office.	*Prior to approval of any tentative tract maps, conditional use permits or other entitlement*	*Sheriff's Office or Community Development Department*	*Less than significant*
Recreation	*N/A*	*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** Prior to the 1st Certificate of Occupancy, the Project applicant shall pay its fair share contribution of 9.17% and 2.23% of the improvements to the intersection of Menifee Road/Newport Road and Briggs Road/Holland Road, respectively.	*Prior to the 1st Certificate of Occupancy*	*Engineering/Public Works Department*	*Less than significant*
Tribal Cultural Resources	*N/A*	*Mitigation not required*	*Not applicable*	*Not applicable*	*Mitigation not required*
Utilities and Service Systems	*N/A*	*Mitigation not required*	*Not applicable*	*Not applicable*	*Mitigation not required*
Energy	a. Would the Project result in potentially significant environmental impacts due to wasteful, inefficient, or	**MM-GHG-1** Prior to occupancy, the project applicant, or an agent thereof, shall install solar photovoltaic (PV) systems capable of a total generation of 1,707,561 kilowatt- hours (KWh) per year. Solar PV panels may be located on the rooftops of residences or elsewhere. Where the	*Prior to building permit issuance and occupancy*	*Community Development Department*	*Less than significant*

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Impact After Mitigation
	unnecessary consumption of energy resources, during Project construction or operation?	project is completed in phases, residences may be occupied if the project applicant can demonstrate to the satisfaction of City staff that the relative portion of the total solar generation is met (i.e., renewable generation is equal to or greater than 5,599 KWh annually per residence).			
	b. Would the Project conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?	See **MM-GHG-1**, above			*Less than significant*
Wildfire	*N/A*	*Mitigation not required*	*Not applicable*	*Not applicable*	*Mitigation not required*

CHAPTER 2 – INTRODUCTION

2.1 PROJECT OVERVIEW

The Abacherli Family Trust (Project proponent) proposes to implement a General Plan Amendment (GPA No. 2016-287), Change of Zone (CZ No. 2016-288), Specific Plan (SP No. 2016-286), and Tentative Tract Map (TR No. 2016-285, also referred to as TR 37131) , herein collectively referred to as the "Project", to allow development of a Specific Plan and subdivision which includes 305 residential units, as well as recreation facilities (Project).

Historically, a commercial dairy was located on the site. Operation of the dairy ceased in 2014 and the buildings and infrastructure associated with the dairy have since been removed. Four homes associated with the dairy are situated at the northern end of the site, along Old Newport Road. In September 2017, the remaining foundations of the dairy processing facilities were demolished.

The proposed 79.68-acre Project site is located in the City of Menifee, County of Riverside, State of California. More specifically, the Project site is bounded by Old Newport Road and Tierra Shores residential development to the north; Wilderness Lakes RV Resort to the south; Briggs Road, Ramona Egg Ranch and agricultural land to the east; and The Lakes residential development to the west. **Figure 2-1, *Regional Location Map***, **Figure 2-2, *Vicinity Map***, and **Figure 2-3, *Aerial Photo*** provide the site location at various map scales and an aerial photograph showing the local adjacent development patterns.

Surrounding land uses include the following:

- North of the site consists of single-family residential;
- East of the site is within the County of Riverside jurisdiction and includes the Ramona Egg Ranch and agricultural fields;
- South of the Project site is Wilderness Lakes RV Resort; and
- West of the site is single-family residential.

The City of Menifee (City) is serving as the Lead Agency for compliance with the California Environmental Quality Act (CEQA) based on its responsibility to approve the proposed GPA No. 2016-287, CZ No. 2016-288, SP No. 2016-286, and TR No. 2016-285 (TR 37131), the required entitlements for the Project. Based on the findings of the Notice of Preparation (NOP), the City concluded that an Environmental Impact Report (EIR) must be prepared to address the Project. The decision to prepare an EIR was based on the finding that the Project may have one or more significant effects on the existing Project environment and surrounding environment as is documented in the NOP, which is provided as Subchapter 8.1, Notice of Preparation / NOP Distribution List, of this document.

The City has prepared a Project-specific DEIR that evaluates the potential environmental impacts that would result from constructing and implementing the Project.

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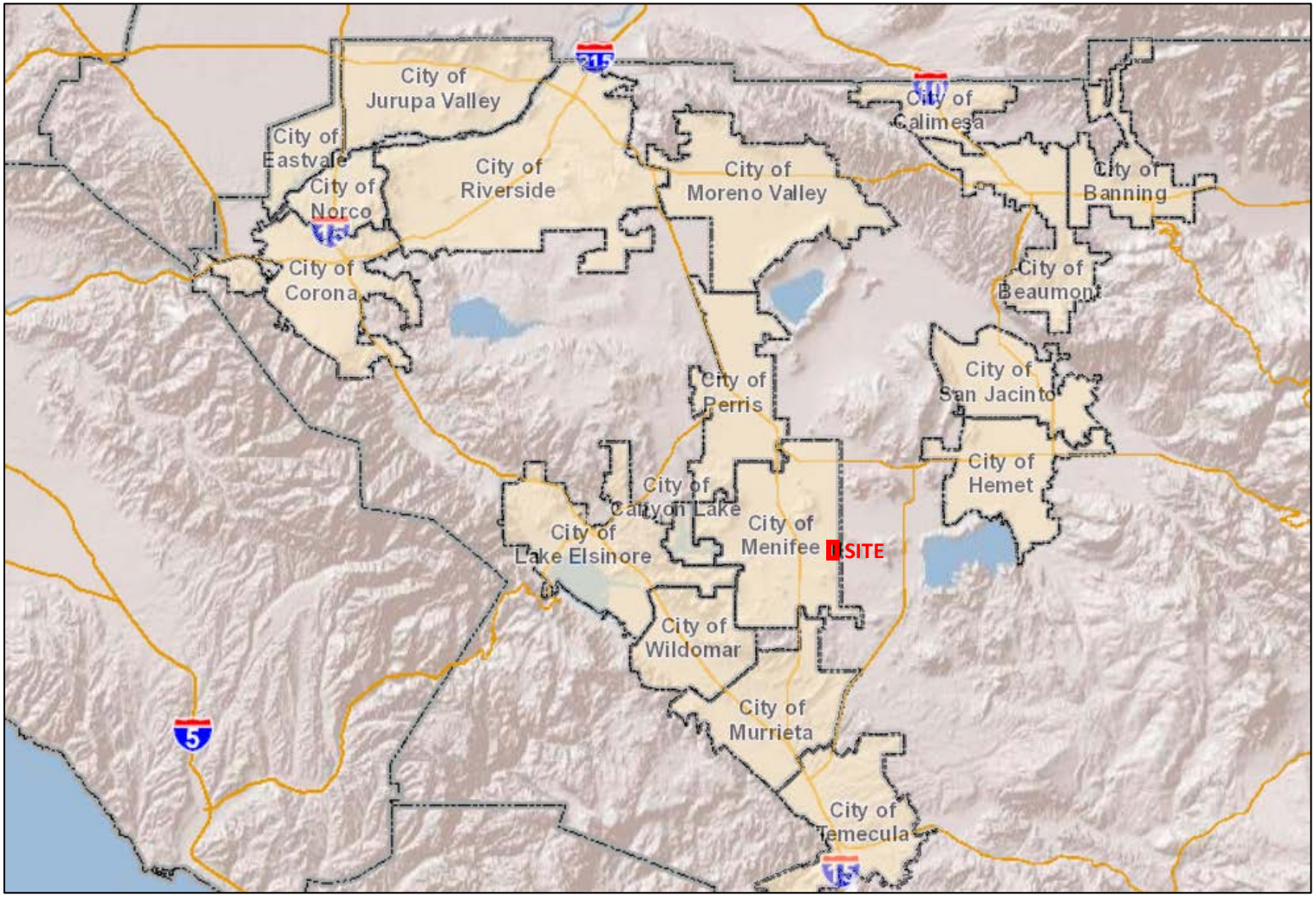
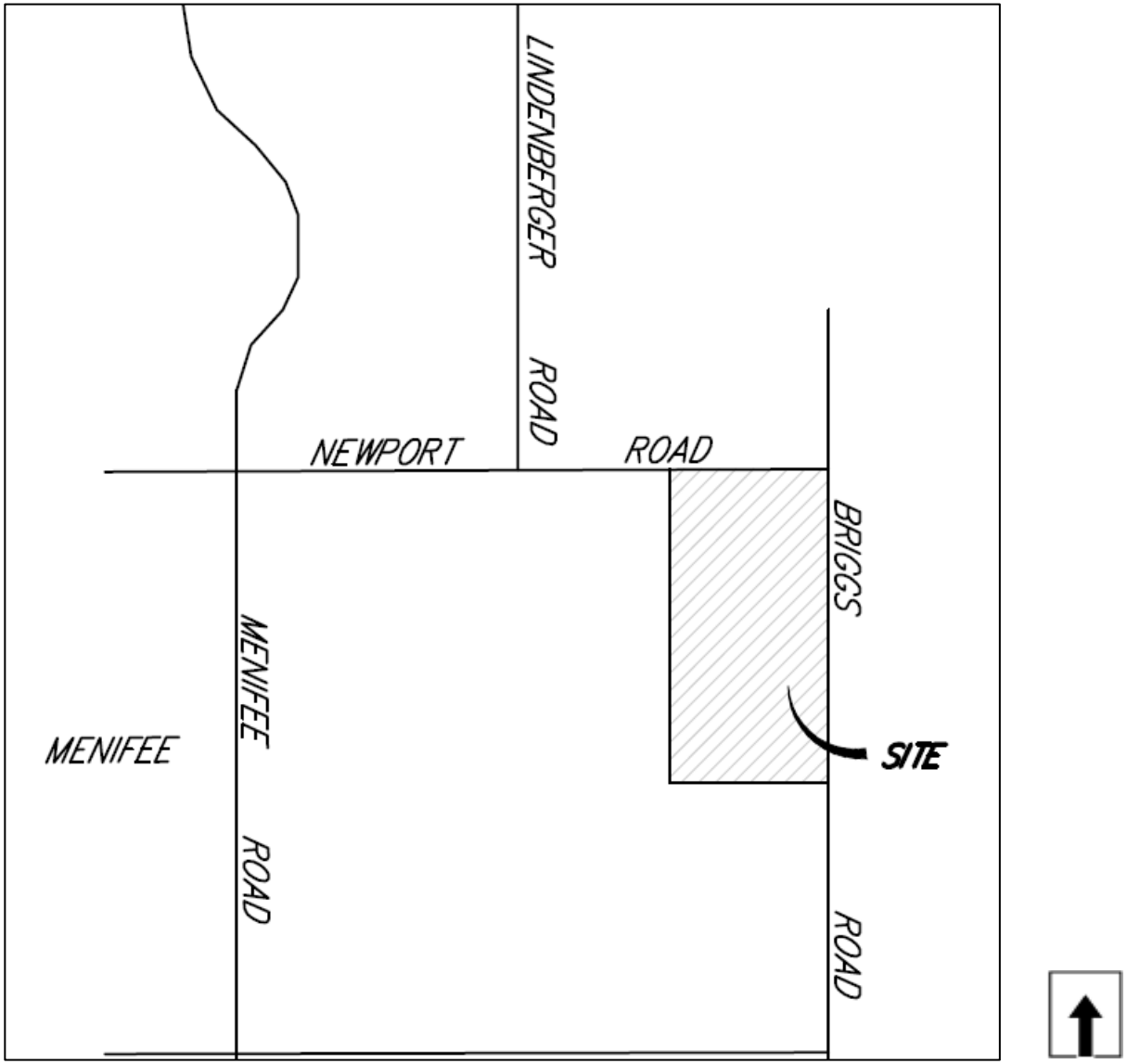
Figure 2-1
Regional Location Map



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

Figure 2-2
Vicinity Map



Source: Project Plans (**Appendix P**)

Figure 2-3
Aerial Photo

Source: Google Maps, www.google.com/maps accessed 2017

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2.2 PURPOSE AND USE OF AN EIR

The City is serving as the Lead Agency for CEQA compliance purposes based on its responsibility to approve the 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, 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*).*

When applied to a specific project, such as the Project, the City is required to identify the potential environmental impacts of implementing the Project; and, 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 significant environmental effects of the Project.

The first step in this process, determining that an Environmental Impact Report (EIR) is required and issuance of a NOP, has been completed for the Project (including GPA No. 2016-287, CZ No. 2016-288, SP No. 2016-286, and TR No. 2016-285 [TR 37131]). These collectively constitute the "project being considered for approval and implementation" by the City.

Based on the information in the Notice of Preparation (NOP), the City concluded that the Project might cause significant impacts to portions of sixteen (16) issue areas (as identified in the Project Initial Study – Subchapter 8.3, Initial Study), listed below. Based on the analysis contained in the Initial Study, portions of the following issue areas were identified to be addressed in this Draft Environmental Impact Report (DEIR):

- Aesthetics;
- Agriculture and Forest Resources;
- Air Quality;
- Biological Resources;
- Geology and Soils;
- 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; and
- Utilities and Service Systems.

Subsequent to the Initial Study being circulated and prior to the DEIR being completed, the City of Menifee revised its Initial Study checklist. These revisions were made based on the changes adopted in November 2018, by the State of California, to the guidelines for implementing the California Environmental Quality Act (CEQA), Appendix G Environmental Checklist Form. Two new environmental topics (Energy and Wildfire) were introduced to be analyzed in future Initial Studies; these environmental topics are being added to the DEIR to be analyzed and are presented as follows:

- Energy (Subchapter 4.19); and
- Wildfire (Subchapter 4.20).

In addition, due to comments raised during the NOP, portions of the Cultural Resources Subchapter will also be clarified in this DEIR, thereby increasing the issue areas analyzed within this DEIR to nineteen (19).

The City prepared and circulated a NOP for the Project. The NOP public review period through the State Clearinghouse began on August 31, 2017 and ended on October 5, 2017. Respondents were requested to send their input as to the scope and content of environmental information and issues that should be addressed in the Rockport Ranch 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.

The NOP was distributed to a list of interested agencies compiled by the City, the State Clearinghouse (SCH#2017081069), and surrounding property owners within a 500' radius of the Project site, as well as the entire Tierra Shores community to the north. The City's NOP distribution list and the surrounding property owners list are contained in Subchapter 8.1, Notice of Preparation / NOP Distribution List.

The City held a Scoping Meeting at Menifee City Hall on Thursday, September 14, 2017 at 6:30 p.m. The date, time, and location of the scoping meeting was announced in the NOP.

Eight (8) written responses were submitted in response to the NOP. Two (2) people provided comments at the scoping meeting. The sign-in sheet for the Scoping Meeting is provided in Subchapter 8.2, NOP Comment Letters and Scoping Meeting Comments.

Subsequent to the NOP being distributed, SCE determined that the power poles currently located along the Project frontage on Briggs Road would need to be relocated. The City, as lead agency, has determined that this relocation can be found to be consistent with the utility and roadway improvements already characterized in the Project Description, and that the details of the current relocation serves to clarify these improvements.

The relocation of the power poles is discussed in detail in Chapter 3, Project Description and all reviewing agencies, interested parties, and the surrounding property owners will have an opportunity to comment on this revision during the review and comment period for the DEIR.

All Initial Study comments (written and oral) are first summarized as bullet points below. A brief response to each issue, and/or where this issue will be addressed in Chapter 4, Environmental Impact Evaluation, is provided below. A copy of each NOP comment letter received during the comment period is provided in Subchapter 8.2, NOP Comment Letters and Scoping Meeting Comments.

<u>Comment Letters</u>

Comment Letter #1: Office of Planning & Research (dated 8/31/17):

- Acknowledgment letter detailing NOP distribution to State agencies.

No additional analysis is needed for this comment in the DEIR.

Comment Letter #2 (e-mail): Riverside County Airport Land Use Commission (dated 9/6/17):

- The applicant needs to submit an application to the Airport Land Use Commission.

This comment will be addressed in Subchapter 4.9, Hazards and Hazardous Materials, Subchapter 4.11, Land Use and Planning, and Subchapter 4.12, Noise.

Comment Letter #3: Native American Heritage Commission (dated 9/7/17):

- 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.

These comments will be addressed in Subchapter 4.6, Cultural Resources, and Subchapter 4.17, Tribal Cultural Resources.

Comment Letter #4 (e-mail): Riverside Transit Agency (dated 9/13/17):

- RTA does not have any comments.

No additional analysis is needed for this comment in the DEIR.

Comment Letter #5: Cal Fire – Riverside Unit Riverside County Fire Department (dated 10/3/17):

- Station 76, which is located at 29950 Menifee Road, City of Menifee, provides fire protection to the Project.
- The Project will contribute a cumulative adverse impact to the Fire Department's ability to provide an acceptable level of service due to an increased number of emergency and public service calls. Proportional mitigation shall be required via capital improvements

and/or impact fees.
- Additional review will be conducted upon receipt of building plans.

These comments will be addressed in Subchapter 4.14, Public Services.

Comment Letter #6 (e-mail): Rincon Band of Luiseño Indians (dated 10/4/17):
- The Project is located within the Luiseño Aboriginal Territory of the Luiseño people, and is also within Rincon's specific area of Historic Interest.
- The Rincon Band does not have information pertaining to cultural resources within or near the Project area.
- Cultural resources may be present; therefore, the EIR should address this concern.
- The EIR should also address the potential impact to natural resources that are essential to the continuance of traditional cultural resources of the Luiseño people.

These comments will be addressed in Subchapter 4.6, Cultural Resources; and Subchapter 4.17, Tribal Cultural Resources.

Comment Letter #7: Jan L. Westfall (dated 10/4/17):
- Comments in the letter supplement the concerns raised at the Scoping Meeting on September 14, 2017.
- The Project converts one of a few remaining agricultural areas in Menifee to a gated community.
- The loss of the historic agricultural resource is unmitigated.
- The lead agency (City) must fully investigate whether there is a need for the Project, whether it is possible to mitigate the loss of the agricultural land, and whether there are environmentally superior alternatives to the Project.
- The Initial Study (IS) misrepresents and omits certain important facts about the current status of the Project.
- The land formerly occupied by the Abacherli dairy is prime agricultural land.
- Menifee is increasingly becoming an unsustainable bedroom community.
- Allowing developers to change the zoning designation of scarce agricultural areas endangers the health and sustainability of the community over the long run.
- Mitigation is required for the loss of the agricultural land.
- The water requirements for creation and maintenance of the two man-made lakes must be fully analyzed.
    - Questions to be addressed as it pertains to groundwater, groundwater recharge, aquifer volume, or groundwater table level:
        - What volume of water will be required to fill the lakes (accounting for evaporation during the filling process)?
        - What water source will be used to fill the lakes initially (depletion of ground water or pumping of recycled water)?
        - What volume of water will be required on an annual basis to maintain the lakes at full water level?
        - What water source will be used to maintain constant water levels in the lakes after each initial filling?
    - Address the presence/level of methane in soil due to grading activities.
    - Address the quality of the water due to presence of methane in the soil.
- The IS contains misrepresentations as to the current status of the project and property.

    - Demolition work has not been completed as of the date of the NOP and Scoping Meeting.
        - This undermines the credibility of the IS.
        - Biological and cultural resources need to be subject to CEQA review.
    - Historic resources will be affected by the demolition.
    - Monitoring needs to be performed during demolition of the historic structures.
    - IS violates the principles of CEQA and shows complete disregard for the area's valuable historical resources.
- The IS and related cultural resources report ignores the relevant agricultural history of Menifee Valley.
    - The Cultural Resources Assessment (CRA) includes an overly general and dated survey of the setting of the Project.
    - The source of the information in the CRA is dated.
    - The CRA provides no specific information on the historical settlement of the Menifee Valley in the 19th Century.
    - Research should explore the agricultural history of the Menifee Valley, and the history of the Project site (prior to, and including the dairy).
    - The CRA should address the significance of the existing ranch house.
    - CEQA review should explore the degree to which the Project will adversely affect the resources on the Project site and on the surrounding community.
- The IS ignores, or understates the value of the ranch house, certain biological resources, and heritage trees.
    - The historic resources and heritage trees have been ignored in the IS analysis.
    - The IS ignores the unique historical value of the agricultural property, the ranch home and the multiple trees (heritage trees). Aesthetic impacts are understated.
    - The Biological Resources section of the IS concludes that the Project will not conflict with local policies or ordinances protecting said trees.
    - The IS ignores two (2) sets of trees that may qualify for preservation.
- The EIR must comprehensively address all of the Project's potentially significant environmental effects.
    - The IS does not appear to address sufficiently issues raised in the analysis of the geology of the soils in the Project area.
    - High concentrations of methane in the soil may lead to further environmental harm.
    - The undocumented fill present on the site should be addressed.
    - Conclusions regarding Biological resources are premature.
    - The EIR must consider the impact that a potentially highly polluted body of water – polluted by drilling in methane rich soils and storm run-off might have on riparian species.
- Any related Projects must be disclosed.
    - Project proponent owns additional contiguous properties which are not being used for agriculture and may be used for development.
    - The Project may not be segmented into individual pieces for purposes of the review and thus avoid analysis of the totality of the Project.
- Request all notices of documents or hearings related to the Project.

These comments will be addressed in Subchapter 4.1, Introduction; Subchapter 4.3, Agriculture and Forestry Resources; Subchapter 4.5, Biological Resources; Subchapter 4.6, Cultural Resources; Subchapter 4.8, Geology and Soils; Subchapter 4.9, Hazards and Hazardous

Materials; Subchapter 4.10, Hydrology and Water Quality; Subchapter 4.11, Land Use and Planning; and Subchapter 4.18, Utilities and Service Systems.

Comment Letter #8: Southern California Association of Governments (dated 10/5/17):

- 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 State 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 has requested that environmental documentation be sent to SCAG's office in Los Angeles.
- The City has the sole discretion in determining a local project's consistency with the RTP/SCS.
- SCAG encourages the use of a 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).
- A wide range of land use and transportation strategies are included in the 2016 RTP/SCS.
- Adopted demographics and growth factors (population, households and employment) are provided for the SCAG Region and the City of Menifee for the Years 2020, 2035, and 2040.
- The Final PEIR for the 2016 RTP/SCS includes a list of project-level performance standards-based mitigation measures that may be considered by the City, as applicable and feasible.

These comments will be addressed in Subchapter 4.4, Air Quality; Subchapter 4.5, Biological Resources; Subchapter 4.11, Land Use and Planning; and Subchapter 4.16, Transportation.

<u>Scoping Meeting Commenters</u>

- <u>Jeff Gutman</u>
  - Inquired into the zoning of the (adjacent) chicken farm.
  - Concerned about existing large rigs on Briggs Road and not having a pull-off going into the RV park heading south.

These comments did not pertain to the Project. Therefore, no additional analysis is needed for these comments in the DEIR.

- <u>Jan Westfall</u>
  - Interested in knowing who homesteaded in 1880, and who lived in the historical structure in 1901. Looking to preserve any history/foundations.
  - Concerned about loss of agriculture in Menifee. Menifee has on its General Plan to preserve its rural areas.
  - Expressed concerns about removal of heritage trees.

- Inquired about using water to fill lakes – asked about how the civil design behind the lakes works.
- Asked about City's feelings on getting rid of agriculture; wants to know why the City is not looking at farm to table.

These comments will be addressed in Subchapter 4.2, Aesthetic Resources; Subchapter 4.3, Agriculture and Forestry Resources; Subchapter 4.5, Biological Resources; Subchapter 4.6, Cultural Resources; Subchapter 4.8, Geology and Soils; Subchapter 4.10, Hydrology and Water Quality; Subchapter 4.11, Land Use and Planning; and Subchapter 4.18, Utilities and Service Systems.
CEQA requires that the City consider the environmental information in the Project record, including this DEIR, prior to making a decision on the Project. The City must consider and decide to approve or reject the Project, as proposed and described in Chapter 3, Project Description, of this DEIR. The City also has the authority to modify the Project based on input provided during the public review process.

This DEIR was prepared in order to address all of the issue areas identified in the City IS/EA checklist and to provide an informational document intended for use by the City, interested and responsible agencies and parties, and the general public in evaluating the potential environmental effects of implementing the Project.

CEQA requires that the City of Menifee, the CEQA Lead Agency, consider the environmental information in the Project record, including this DEIR, prior to making a decision on the Project. The decision that will be considered by the City is whether to approve the Project for implementation, or to reject the Project.

The City of Menifee will serve as the CEQA Lead Agency pursuant to the CEQA Guidelines Section 15051(b)(1). The Rockport Ranch Project DEIR was prepared by Matthew Fagan Consulting Services, Inc. (MFCS). MFCS was retained to assist the City to perform the independent review of the Project required by CEQA before the Rockport Ranch Project DEIR is released. The City reviewed the content of the Rockport Ranch Project DEIR and concurs in the conclusions and findings contained herein.

2.3 SCOPE AND CONTENT OF THIS DEIR

As discussed in Subsection 2.1, above, portions of nineteen (19) issue areas were identified as having the potential to cause significant adverse environmental impacts. Comments on the scope of the DEIR were considered by the City, and based on the nature of these comments, the City has determined that the overall focus of the DEIR will be expanded to address and/or clarify the issues raised in the NOP comments.

In addition to evaluating the environmental issues listed above, this DEIR contains all of the sections mandated by the CEQA and State CEQA Guidelines. **Table 2-1, *Required DEIR Contents*** provides a listing of 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 is contained in 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)	Same	ii
Summary (Section 15123)	Chapter 1	1-1
Project Description (Section 15124)	Chapter 2	2-1
Environmental Setting (Section 15125)	Chapter 3	3-1
Significant Environmental Effects of Project (Section 15126.2.a); Environmental Impacts	Chapter 4	4-1
Unavoidable Significant Environmental Effects (Section 15126.2.b)	Chapter 4	4-1
Consideration and Discussion of Mitigation Measures Proposed to Minimize Significant Effects (Section 15126.4)	Chapter 4	4-1
Cumulative Impacts (Section 15130)	Chapter 4	4-1
Consideration and Discussion of Alternatives to the Proposed Action (Section 15126.6)	Chapter 5	5-1
Growth-Inducing Impacts (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 4	4-1
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, provide the reviewer with an evaluation of the potential significant adverse environmental impacts from implementing the Project.

The following provides a summary of the content of each Chapter (and subchapter) of Volume 1 of this DEIR.

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

- **Chapter 2** provides the reviewer with an introduction to the document. This Chapter describes the background of the Project, its purpose, and its organization. The CEQA process to date is summarized and the scope of the DEIR is identified.

- **Chapter 3** contains the Project Description used to forecast environmental impacts. This chapter describes for the reviewer how the existing environment will be altered by the Project. Chapter 3 sets the stage for conducting the environmental impact forecasts contained in the succeeding several chapters.

- **Chapter 4** presents the environmental impact forecasts for the issues considered in the DEIR. For each of the environmental issues identified in Section 2.1, the following impact evaluation is provided for the reviewer:
    - The 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 Project. Included in this section is an analysis of the No Project Alternative, and other Project alternatives.

- **Chapter 6** presents the topical issues that are required in an EIR. These include any significant irreversible environmental changes and growth inducing effects of the Project.

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

- **Chapter 8** contains those materials referenced as essential appendices to the DEIR, such as the NOP. Technical Appendices are provided in Volume 2 of the DEIR, under separate cover on CD. All Appendix material is 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 identified in the City's NOP agency mailing list (see Subchapter 8.1, Notice of Preparation / NOP Distribution List), 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 http://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

Paloma Valley Library
31375 Bradley Road
Menifee, CA 92584
951.301.3682

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

2.6 REVIEW PROCESS

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 shall be pursuant to Section 15132 of the State CEQA Guidelines. Information concerning the EIR public review schedule and the City meetings for this Project can be obtained by contacting Mr. Ryan Fowler, Senior Planner at the City of Menifee. Questions and comments submitted by mail shall be addressed to:

City of Menifee
Ryan Fowler, Senior Planner
29844 Haun Road
Menifee, CA 92586

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

Ryan Fowler, Senior Planner
rfowler@cityofmenifee.us

Certain components of the Project may be subject to review and approval by other agencies. These include encroachment permits from local jurisdictions where construction activities may occur outside of the City jurisdiction (e.g., roadway improvements within the County of Riverside); and filing of a Notice of Intent with the State for a Construction Activity General Permit.

Other public agency whose approval may be required 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 (EMWD);
- Riverside County Department of Environmental Health (for well closures/relocations); and
- Regional Water Quality Control Board, Santa Ana Region.

CHAPTER 3 – PROJECT DESCRIPTION

3.1 INTRODUCTION

The Abacherli Family Trust ("Project proponent") proposes to implement a General Plan Amendment (GPA No. 2016-287), Change of Zone (CZ No. 2016-288), Specific Plan (SP No. 2016-286), and Tentative Tract Map (TR No. 2016-285 also referred to as TR 37131), herein collectively referred to as the "Project", to allow a subdivision with a maximum of 305 residential units ("Project").

This chapter contains a detailed description of the Project with focus on those characteristics and activities that can cause physical changes in the environment. The description contained in this Chapter provides the reviewer with a written summary of the Project as it would be developed if the City approves the Project entitlements required to develop the property.

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 objectives, as contained in SP No. 2016-286, are the Project's objectives:

- Provide a variety of housing opportunities through a range of unit types, sizes, and number of different bedroom counts, including 3-, 4-, 5-, and 6-bedroom units, as well as a range of affordability to accommodate a full spectrum of family demographics and the growing housing needs of the region;
- Create a development which maximizes recreational open space within the Plan Area;
- Provide development standards to regulate the nature and appearance of all construction within the Rockport Ranch Specific Plan area through integration of land form use, architectural design, unified landscape theme, and recreation areas;
- Design a safe and efficient circulation system that adequately supports the appropriate level of traffic in and around the Plan area, including vehicular, bicycle, pedestrian, and equestrian modes of travel;
- Develop a financing plan that provides for the efficient and timely provision of infrastructure and public services prior to and as development occurs;
- Implement a maintenance program which will ensure all common areas are maintained to standards set forth in the City's General Plan; and
- Finance and/or contribute to all appropriate community and city-wide infrastructure.

3.3 PROJECT LOCATION

The Project is located in the City of Menifee, immediately west of the County of Riverside boundary. The Project site is bounded as follows: Old Newport Road and Tierra Shores residential development to the north; Wilderness Lakes RV Resort to the south; Briggs Road, Ramona Egg Ranch and agricultural land to the east; and The Lakes residential development to the west. The Project site is located in the City of Menifee, County of Riverside, State of California. **Figure 2-1, *Regional Location Map*** and **Figure 2-2, *Vicinity Map***, of this DEIR, show the regional location and the site location that encompass the Project site. The specific location is in U.S. Geology Survey (USGS) 7.5-minute Romoland, California quadrangle in Section 1; Township 6 South; and Range 3 West.

3.3.1 Environmental Setting

The following is an overview of the environmental setting at the Project site. Historically, a commercial dairy was located on the Project site. Operation of the dairy ceased in 2014 and the buildings and infrastructure associated with the dairy have since been removed. Four homes associated with the dairy are situated at the northern end of the site, along Old Newport Road. The topography of the Project site is flat, and the elevation is approximately 1,440 feet above mean sea level.

As discussed in Subchapter 4.1 (Environmental Impact Analysis – Introduction), any foundations associated with the prior dairy use were removed (per permit) on November 10, 2017.

Natural drainage at the site is generally interpreted to be toward the southwest, conforming to the natural topography in the area. Standing water was observed on the site in several locations on the dates of geotechnical exploration, due to inclement weather. Additionally, several basins, approximately 5 feet to 20 feet in depth, are located in the western and southwestern portions of the site and collect storm water.

For more detailed descriptions of the Project site please refer to the "Environmental Setting" descriptions in each of the Subchapters in Chapter 4 of this DEIR.

3.4 PROJECT CHARACTERISTICS

As stated in Subchapter 3.1, above, the Project includes the following applications:

- General Plan Amendment (GPA) 2016-287;
- Change of Zone (CZ) 2016-288;
- Specific Plan (SP) 2016-286; and
- Tentative Tract Map (TR) 2016-285 (TR 37131).

These applications will collectively comprise the "Project."

The approximately 79.68-acre Project will be comprised of two main land uses; a residential land use component and an open space land use component. These individual land uses will be subdivided to accommodate two forms of residential development and two forms of open space use. Residential land uses, totaling 38.4 acres, will be a mix of single-family homes and single-family courtyard residential development with each type located in clusters of like products. Open space within the Specific Plan area will total 20.1 acres and is the only other land use allowed within the Specific Plan area. Open space also will be subdivided into two categories; passive open space (landscaping, bio-retention basins, open turf areas, and the large lake feature) and recreational open space (trails, community pool area, tot lots, barbeque stations, etc.).

In order to develop the Project, the following four (4) land use entitlements must be obtained from the City:

General Plan Amendment No. 2016-287

GPA No. 2016-287 proposes to amend the Project site's designation in the General Plan Land Use Element from Agriculture (AG) to Specific Plan (SP). Reference **Figure 3-1, *General Plan***

Amendment.

Change of Zone No. 2016-288

CZ No. 2016-288 proposes to change the zoning classification of 79.68-acres on the southwest corner of Briggs Road and Old Newport/Rockport Road (APNs 364-190-004 and 364-190-005) from Heavy Agriculture – 10-Acre Minimum (A-2-10) to Specific Plan (SP). Reference **Figure 3-2, *Change of Zone***.

Specific Plan No. 2016-286

SP No. 2016-286 proposes establishment of a Specific Plan on a total of 79.68-acres for 305 residential lots (96 single-family courtyard residential units and 209 single-family residential units), 20.1-acres of private recreational open space and trails and 21.18-acres of road and easements. Reference **Figure 3-3, *Specific Plan Land Use Plan***, and **Table 3-1, *Specific Plan Land Use Table***. The overall residential density of the Project will be 3.82 dwelling units per acre.

Table 3-1
Specific Plan Land Use Table

Land Use	Total Gross Area (in acres)	Target Density	Proposed Dwelling Units (DUs)	Project Density
Residential	38.40	2.1-5	305	3.8
Recreational, Trails, & Open Space	20.10	-	-	-
Other (Roads, Easements, etc.)	21.18	-	-	-
Site Total	79.68	2.1-5	305	3.8

Source: Project Specific Plan 2017 (**Appendix N**)

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.

Vehicular, bicycle, and pedestrian circulation within the Project features two main arterials which will allow free movement through the Project area and the Specific Plan area is adjacent to and will connect to two offsite bike routes and one community trail. Private Street “B” accesses the Project from Old Newport Road and flows south, intersecting private street “A” and connecting with private Street “E”). At about the midpoint of the Project area it intersects Street “A.” Streets “C,” “D,” and “E” take access from Streets “A” and “B.” Reference **Figure 3-4, *Circulation Plan.***

Internal traffic-calming measures, such as speed limit signs and stop signs, have been proposed to improve the overall safety of circulation within the Project.

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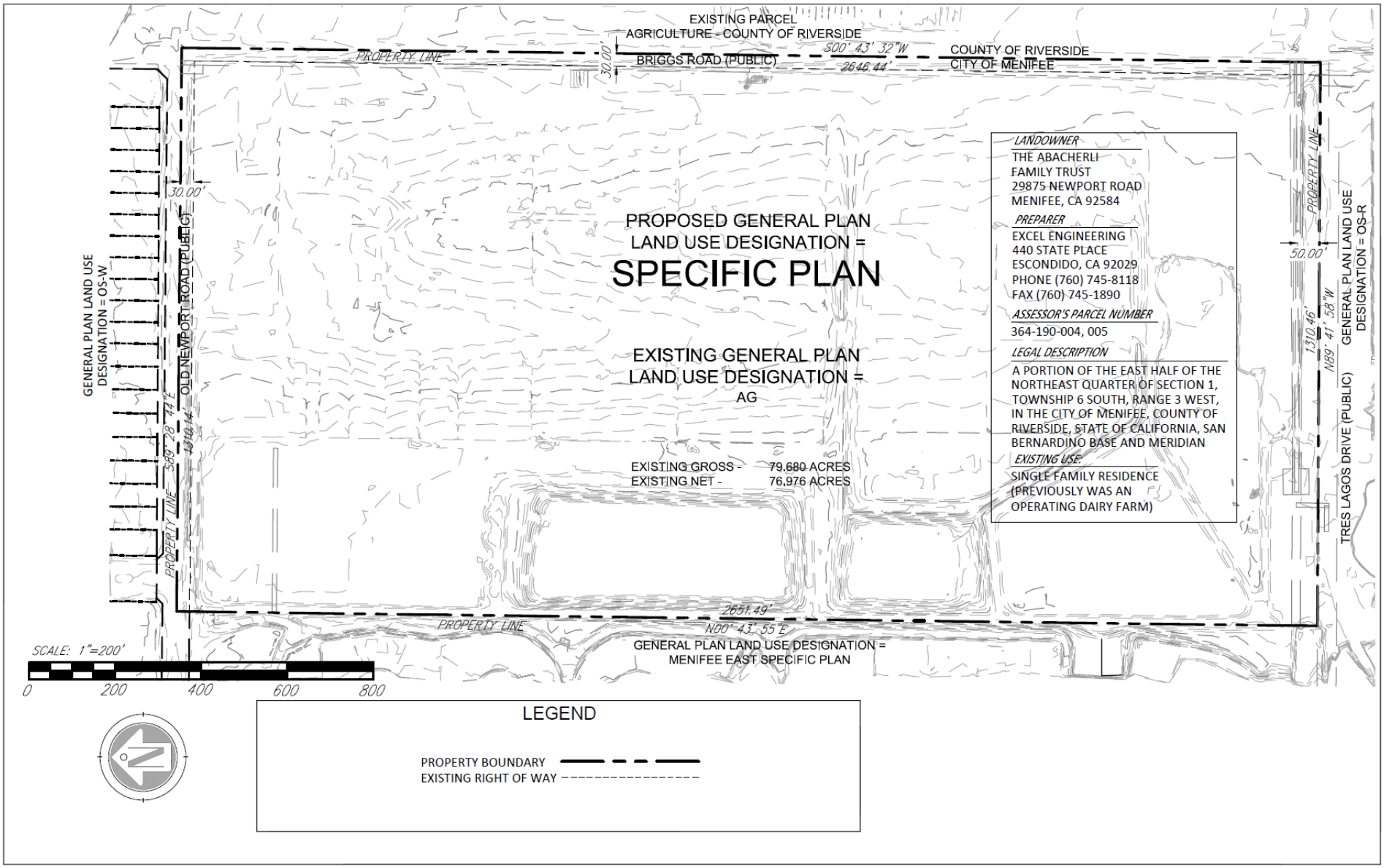
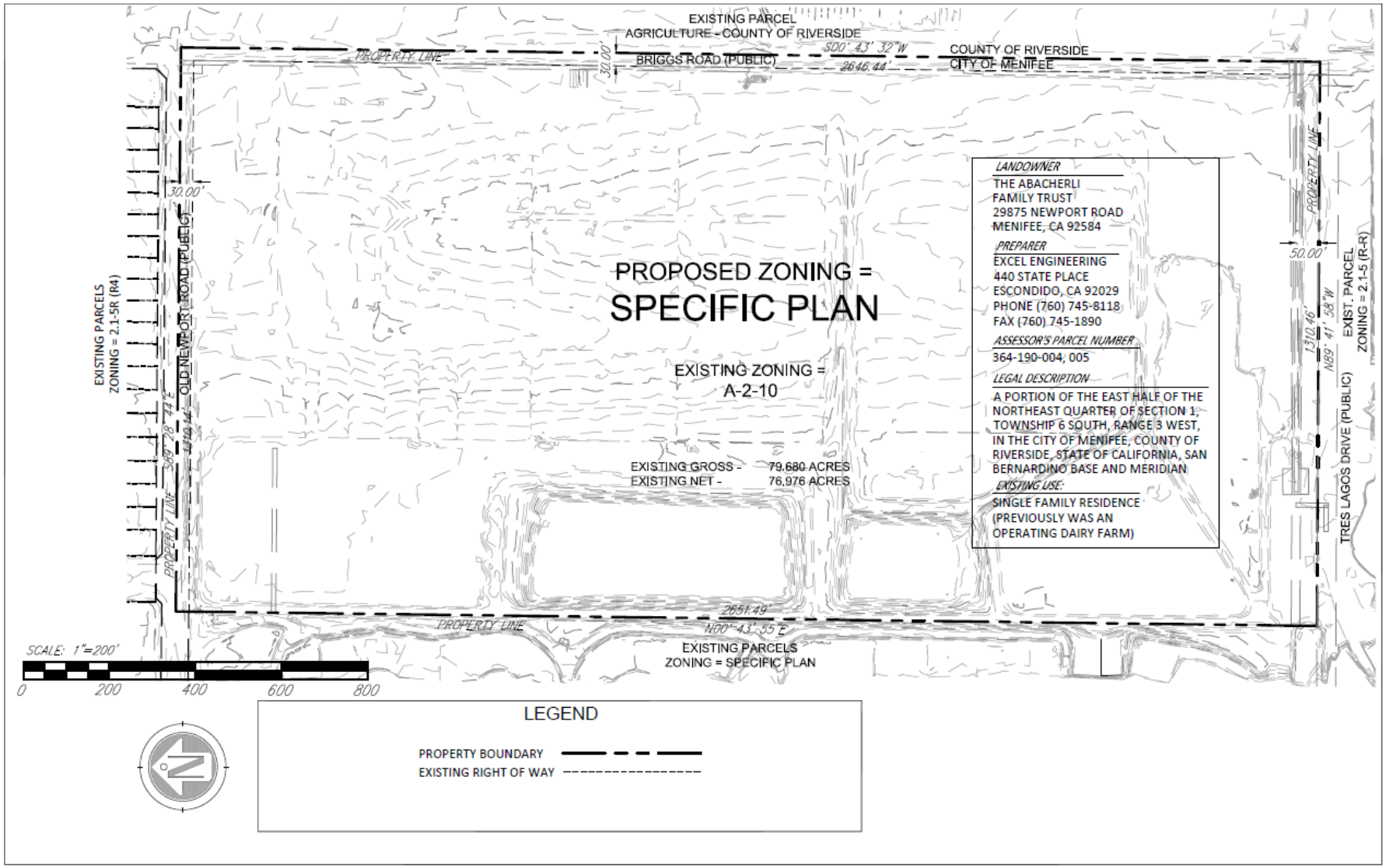
Figure 3-1
General Plan Amendment



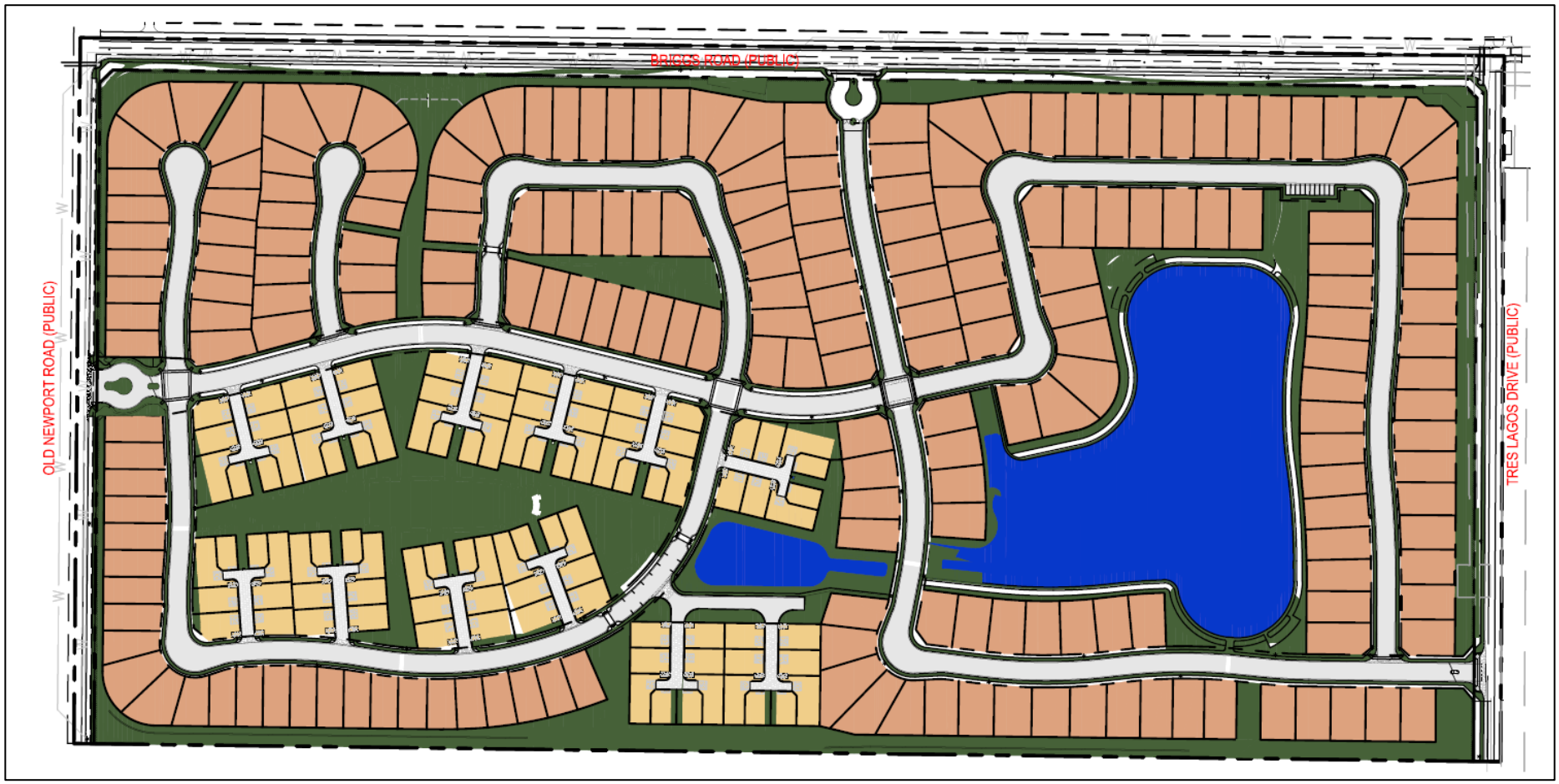
Source: Project Plans (**Appendix P**)

Figure 3-2
Change of Zone

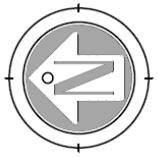


Source: Project Plans (**Appendix P**)

Figure 3-3
Specific Plan Land Use Plan



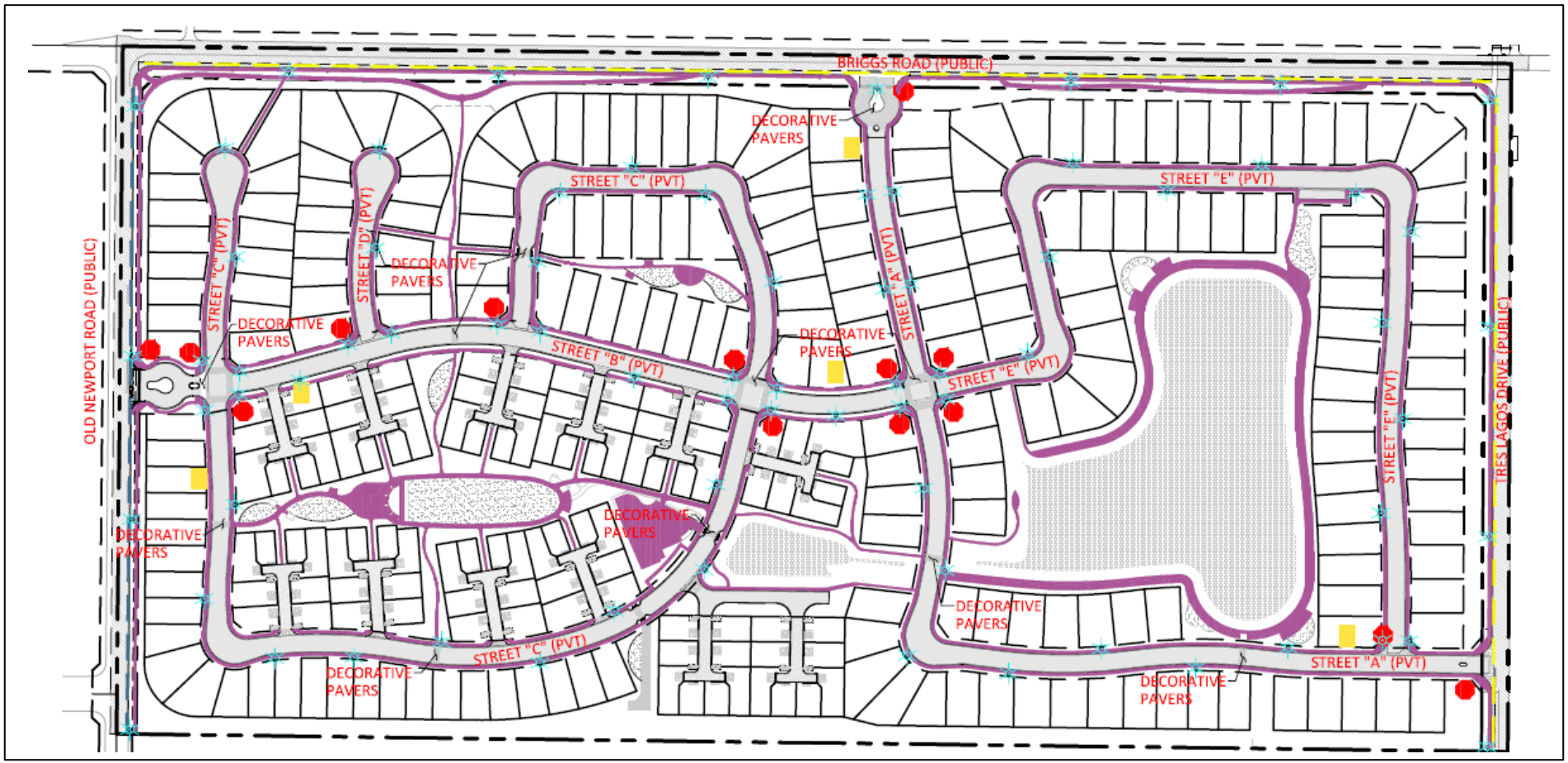
Source: Rockport Ranch Specific Plan (**Appendix O**)



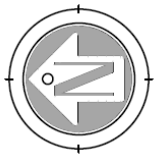
LEGEND

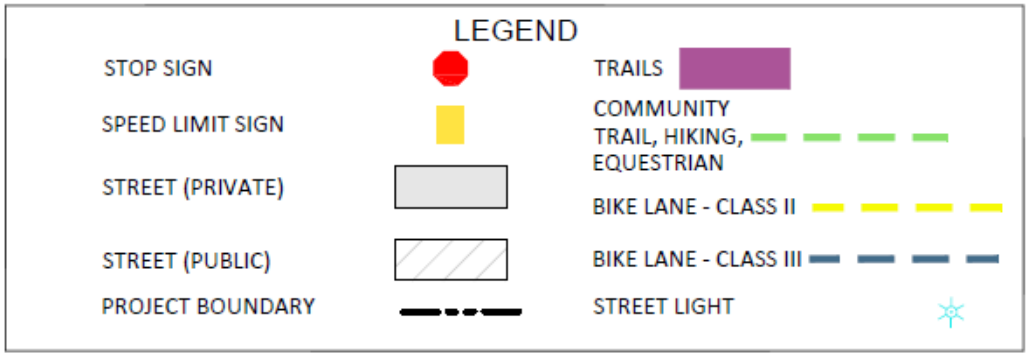
- SINGLE FAMILY COURTYARD RESIDENTIAL 96 DWELLING UNITS
- SINGLE FAMILY RESIDENTIAL 209 DWELLING UNITS
- STREET
- LAKE
- OPEN SPACE

Figure 3-4
Circulation Plan



Source: Rockport Ranch Specific Plan (**Appendix O**)





An internal system of trails has been proposed to add depth to the Circulation Plan. The trails will allow residents to walk and bike throughout the Project and will connect residents to the various open space areas located throughout the site. Reference **Figure 3-5, *Open Space Plan***.

Open Space, Landscaping and Recreation

Landscaped open space consists of 8.9 acres for the development of paseos, passive landscape areas, and perimeter landscaping. All Project landscaping will be subject to the requirements of the Specific Plan**.** The Project will also provide 11 combined acres for parks and recreational areas, tot lots, a pool, sidewalks/trails, and lakes. Additionally, a 0.2-acre water quality basin is proposed. The main purpose for the lake is retention/detention; however, passive recreational opportunities (walks, seating) will be provided. Sidewalks and trails are planned for access to all these features. Reference **Figure 3-5, *Open Space Plan***.

Grading and Drainage

The 79.68-acre site is the location of the former Abacherli Dairy. The Project site is occupied with several structures in the northeast portion including four residences, a milking building, and a work shop building. The cow pens have been demolished and removed from the site and the dairy facility is no longer active. Concrete and asphalt parking/drive areas and landscaping also occupy the northeast portion of the property. The remaining portions of the site are undeveloped. The Project proposes to clear and grub all remaining vegetation within the property limits, demolish all existing improvements and private utilities, and perform mass grading activities over the entire site with a total of 185,000 cubic yards (CY) of cut-to-fill and a total of 200,000 CY of imported material (385,000 CY total earthwork). As part of the mass grading activities, sheet grading will be performed across most of the site and the proposed lake feature will be taken to finish grade. Rough grading will prepare pads for each residential lot, interior street sections to subgrade, and further define drainage courses, park and amenity areas. Final and precise grading activities during the ultimate build-out of the Project, prior to the time of vertical construction, would include taking roads, lots, and landscape areas to finish grades with final surface/hardscape/planting installations and preparation of the ground for any foundations for proposed housing/community buildings. Reference **Figure 3-6, *Grading Plan***.

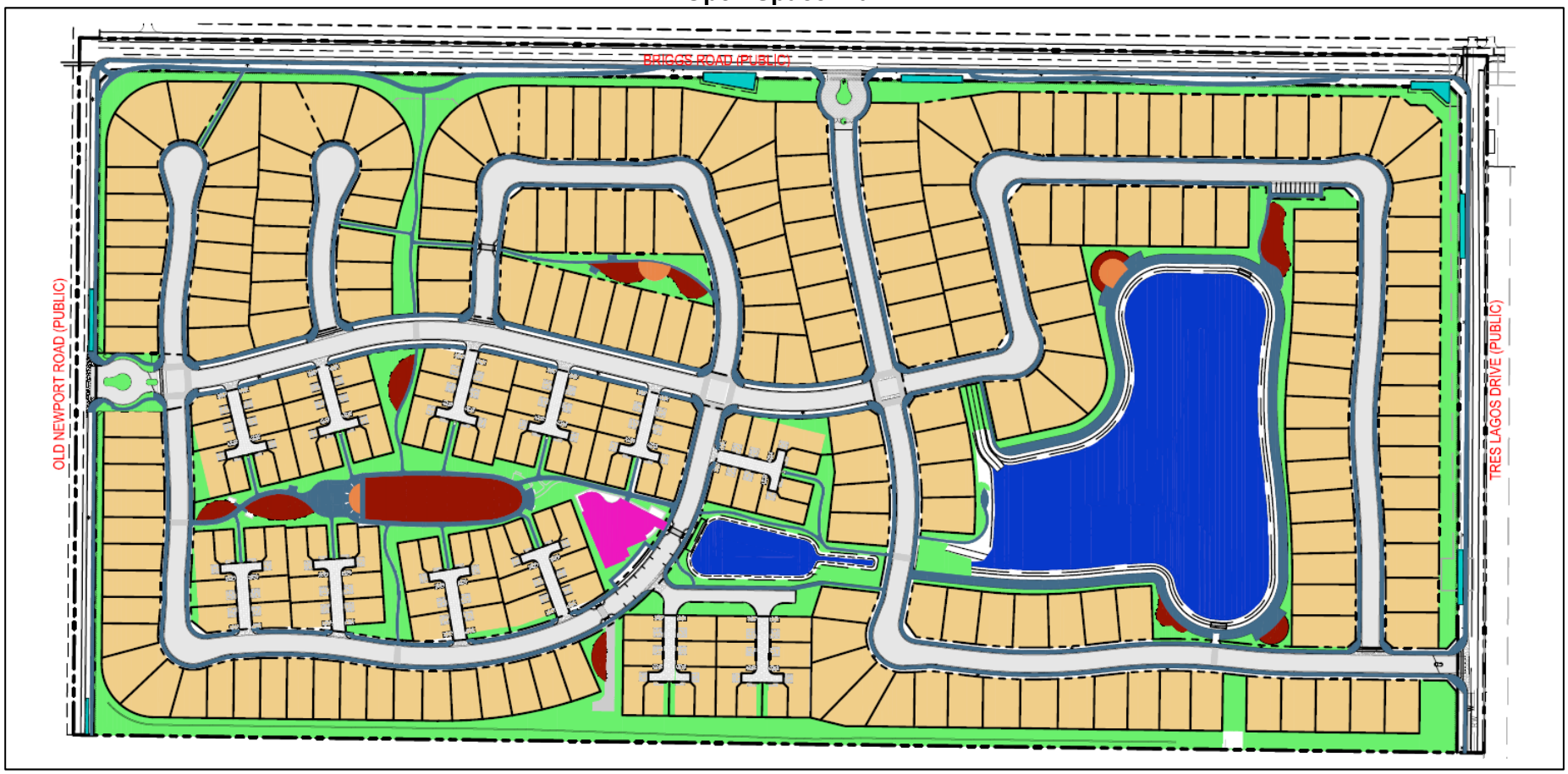
In terms of onsite drainage patterns, the entire site is designed to generally flow from north to south at very shallow grades. Low points are planned at multiple locations within the onsite network of roadways, open spaces and the trail system to collect the surface runoff with individual Drainage Management Areas (DMAs) delineated for the purpose of providing detailed sizing criteria for water quality facilities. These individual DMAs are collected and directed into the private storm drainage system, combined with other DMAs, and routed southerly to one of several entry points to the Project's lake located in the southern half of the site.

The lake, with two main footprints connected by a box culvert to maintain one water surface level between the two, is intended to also serve as a wetpond for water quality treatment as well as serve the community's peak flow detention capacities to allow for release of storm water at predeveloped rates. The private storm drainage system will discharge into the lake/wetpond/detention basin system through hydraulically-designed forebays to provide velocity dissipation and settlement pretreatment prior to the ultimate goal of the wetpond to settle out pollutants within the lake.

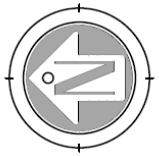
Ultimately, flows will discharge from the lake/wetpond/detention basin system to the west

through an underground reinforced concrete box culvert that extends to the western Project boundary at the historical discharge point, immediately adjacent to the outfall of the off-site flow bypass line. The combined on-site and off-site flows then continue through the drainage channels of "The Lakes" development at flows that have been detained and released at rates that will achieve a "No-Rise" certification from FEMA for the delineated floodplain. Reference **Figure 3-7, *Drainage Plan***.

Figure 3-5
Open Space Plan



Source: Rockport Ranch Specific Plan (**Appendix O**)



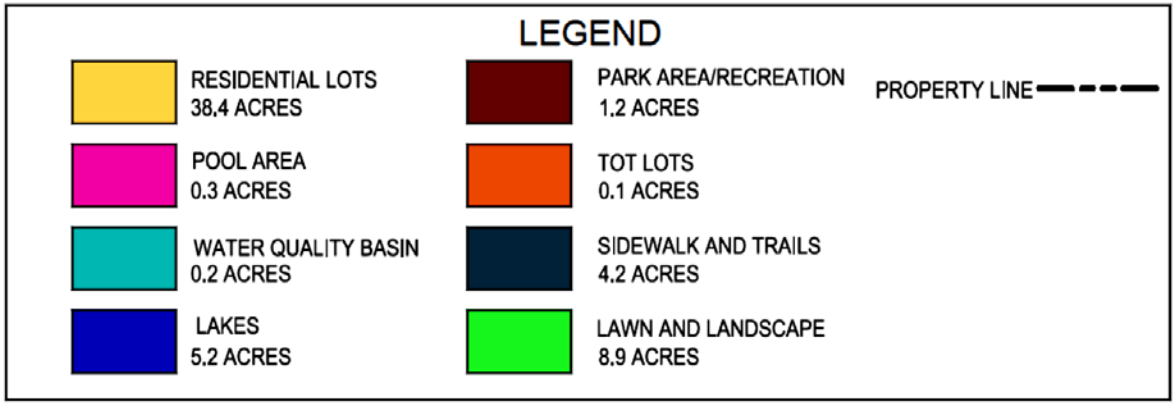
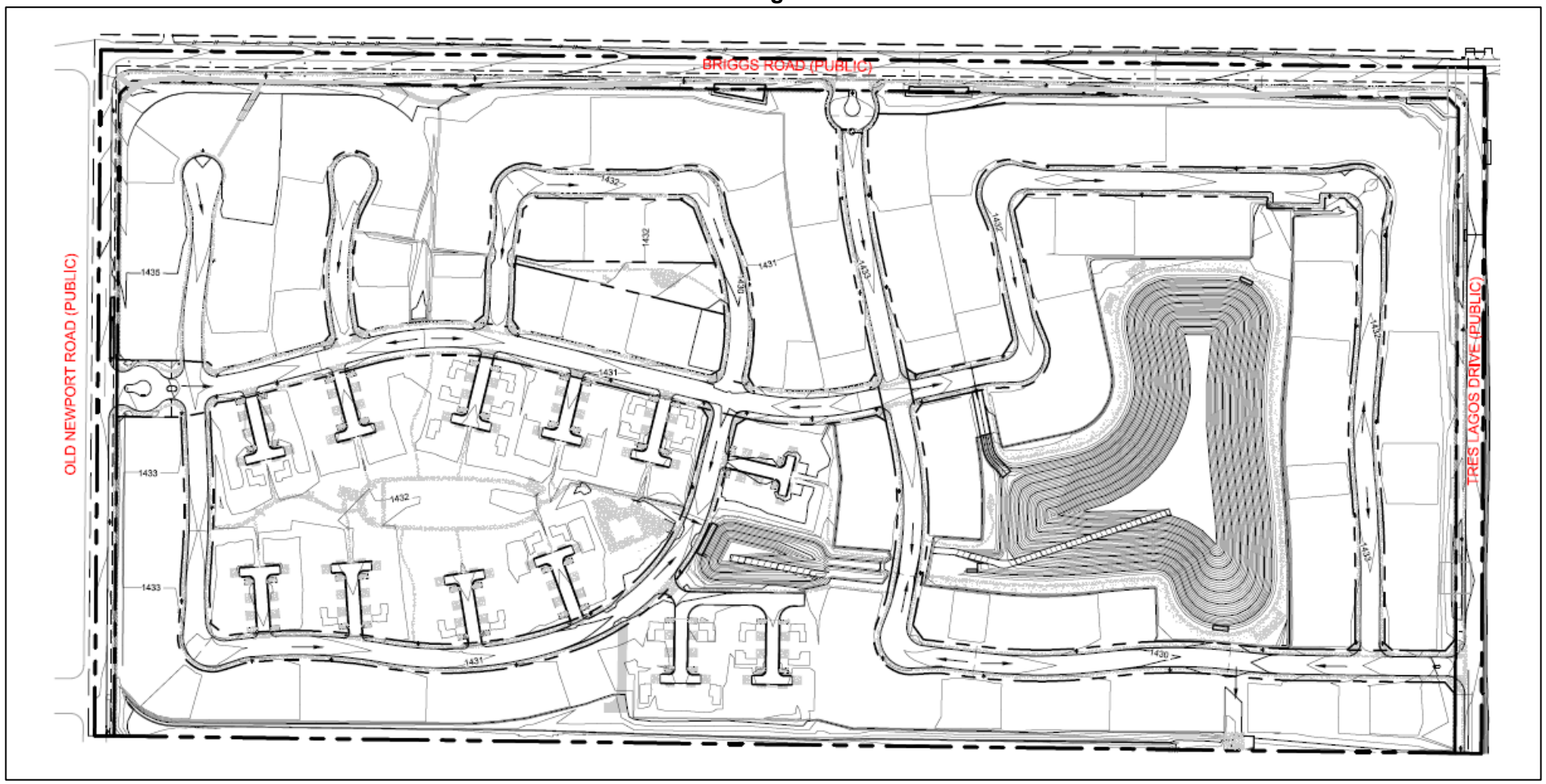
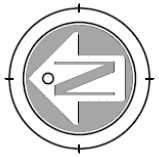


Figure 3-6
Grading Plan



Source: Rockport Ranch Specific Plan (**Appendix O**)



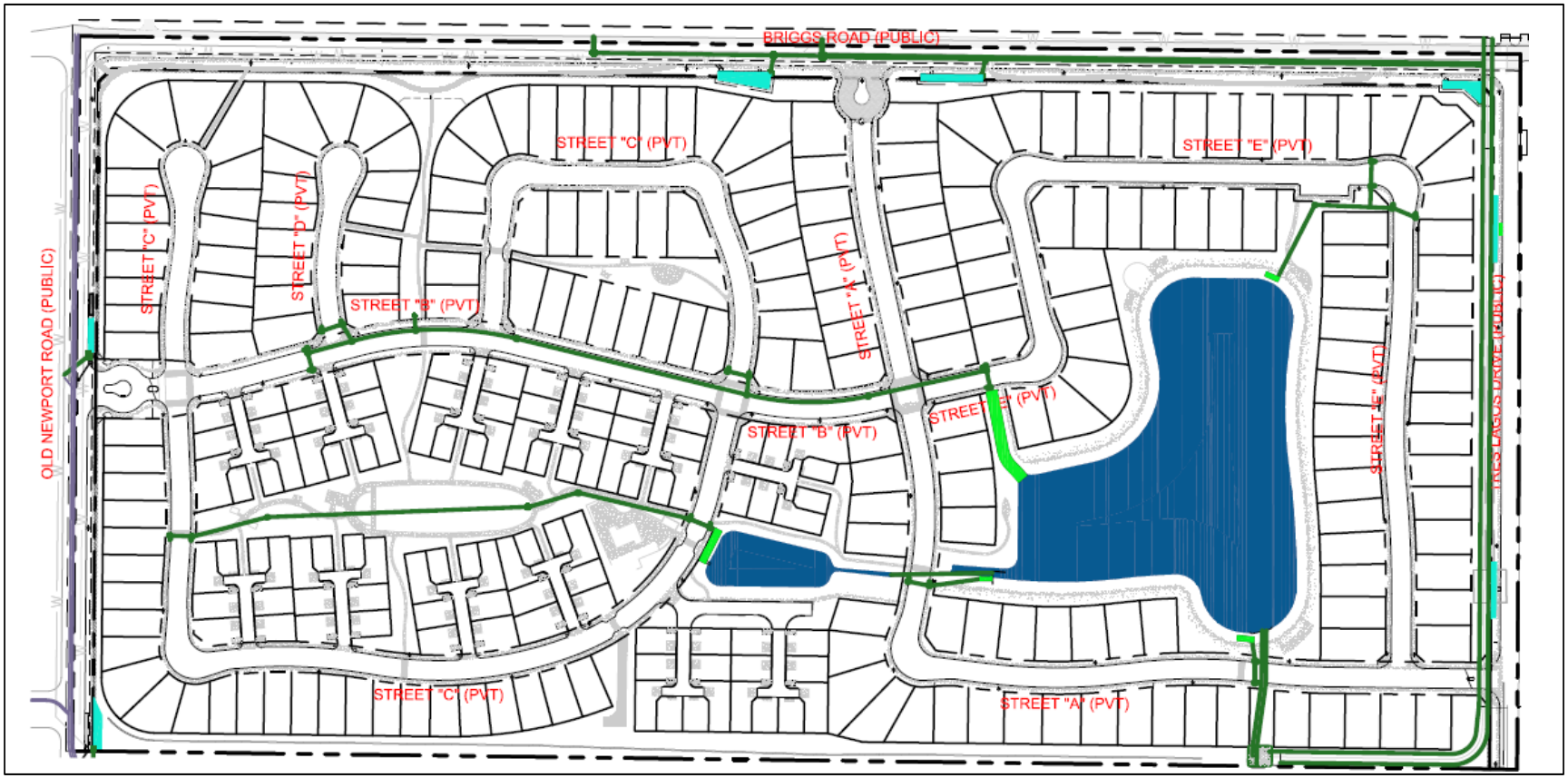
LEGEND

PROJECT BOUNDARY

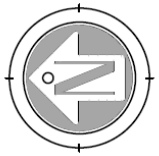
SLOPE INDICATING ARROW

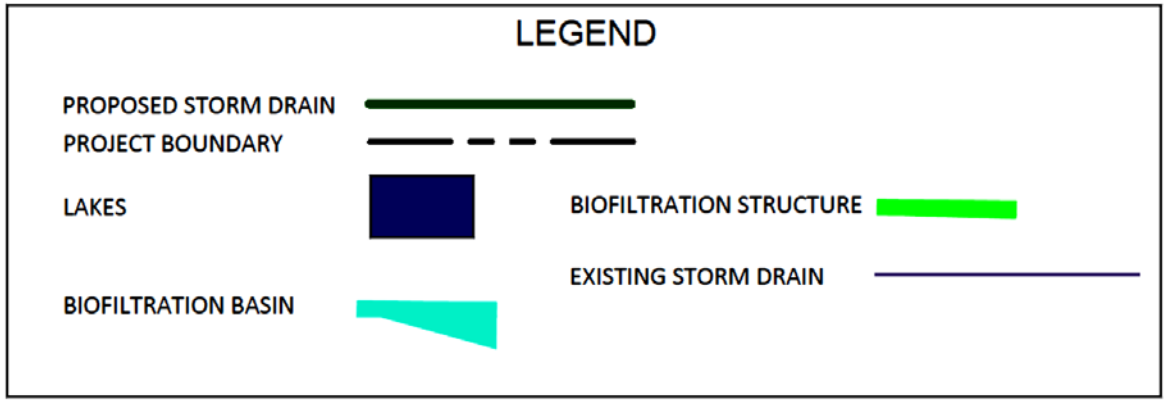
ELEVATION 1430

Figure 3-7
Drainage Plan



Source: Rockport Ranch Specific Plan (**Appendix O**)





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Master Water Plan

Water service for potable residential use and fire service to the Project will be provided by Eastern Municipal Water District (EMWD). The Project area is located entirely within the boundaries of EMWD, which serves approximately 785,000 residents and businesses. The District services seven local municipalities, portions of the County of Riverside, three water agencies, and eleven school districts, and receives approximately 75% of its water from Metropolitan Water District through its Colorado River Aqueduct and its connections to the State Water Project. The remaining 25% of EMWD's water comes from groundwater basins through groundwater wells.

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 Project does not include more than 500 dwelling units and, therefore, does not meet the criteria of statewide, regional, or area wide significance.

Water needs, determined from studies conducted for the Project, will dictate the size of infrastructure needed to handle the appropriate demands for the site. The Project will use approximately 2,160 gallons-per-day per acre (gpd/ac). Based on this demand, the Project has been designed for 8" polyvinyl chloride (PVC) pipe to service the Project. Several existing connection points are located under streets adjacent to the Project. Two (2) existing water mains are located on Old Newport Road; one 8" and one 36" concrete-mortar lined and coated (CML&C) water pipes. Briggs Road contains a 12" and a 36" CML&C pipes. One 36" CML&C pipe is located under Tres Lagos Drive. Three (3) potable water connections to the Project will be made from existing water lines underneath Tres Lagos Drive at the Project entrance, at the entrance on Briggs Road, and the last connection on Old Newport Road at the Project entrance. Reference **Figure 3-8, *Water Plan***.

Water infrastructure facilities that are located within public rights-of-way shall be maintained by EMWD. Once connections to EMWD are made, 8" PVC pipes will convey water into the Project. Water lines will be placed underneath each internal private street in accordance with EMWD design standards.

If available, the Project may incorporate recycled water or well water supply for landscape irrigation, which helps reduce any strain on environmental resources. The Project may use recycled or well water for irrigation of common area landscaping, open space, parkways, and roadside landscaping adjacent to public roads. The Project could incorporate common-area irrigation water from two sources; the first from EMWD via an application process for recycled water, and the second through a possible filtration system connected to a well located at the southern-central end of the Project.

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. An existing 18" PVC recycled water line is located approximately 0.25 miles west of the Project on Old Newport Road. 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 would be completed prior to final map approval.

The Project may opt to incorporate well water for common-area landscaping, via wells located onsite. Two (2) existing wells are located within the Project site. If practical to provide common-area landscape irrigation with well-water, a process will be initiated with the County of Riverside to cap both existing wells and relocate one well at the eastern edge of the Project. An 8" PVC line would connect to the well at Street "C." The water lines would form two loops connected via Street "B". If the well does not produce sufficient water for common-area landscape irrigation, potable water lines from the EMWD would augment the difference. Due to the high salt particulate content of the water available on the Project site, a filtration system would be necessary to treat the water to levels appropriate for landscape irrigation. Once established, this local groundwater would be used to irrigate open space and landscaping of all common areas within the Project. Reference **Figure 3-9, *Recycled and Well Water Plan***.

Master Sewer Plan

Wastewater service to the Project will be provided by EMWD. EMWD has determined it has existing sewer capacity to serve the expected buildout of the Project. EMWD is divided into four sewer service areas to process and treat approximately 46 million gallons of wastewater per day. The Project is located in the Sun City Regional Reclamation Facility, Subservice Area #3. Currently, all wastewater flowing to the reclamation facility is redirected to the Perris Valley Regional Reclamation Facility for processing.

Two (2) internal pipe sizes are proposed for the Project. Preliminary sewer design concluded 8" and 12" PVC pipes will be needed to adequately service individual homes and community areas discharging wastewater. Pipes will be located underneath the internal private streets.

Wastewater will generally flow south toward a connection to a 27" vitrified clay pipe (VCP) located at Tres Lagos Drive, which will convey wastewater flows offsite to a processing station located approximately 5 miles west of the Project site. An 8" PVC pipe will convey wastewater from courtyard residential and residential lots located along a portion of Street "B," Street "C," and Street "D" toward a connection to a 12" sewer line located at Street "A" and continuing its flow south toward the 27" VCP located at Tres Lagos Drive. The 12" PVC pipe will collect wastewater from the 8" lines at the northern half of the Project and the small group of courtyard residential units located at the midpoint of the Project area. Street "E" will convey wastewater through an 8" PVC line connecting to a 12" PVC pipe located under the southern portion of Street "A" and travelling along Street "A" before connecting to the 27" VCP at Tres Lagos Drive. Reference **Figure 3-10, *Sewer Plan***.

Master Electricity and Gas Plan

There are existing Southern California Edison (SCE) overhead distribution lines along Briggs Road and Old Newport road. The existing SCE overhead poles with two 12kV distribution lines and SCE communication lines along Old Newport Road will be converted to underground lines. The existing SCE overhead poles with two 115kV transmission lines along Briggs Road (14 poles total) will be relocated into the parkway behind the curb, gutter, and sidewalk. The transmission lines and poles will remain overhead on the newly relocated poles; however, the SCE distribution lines and SCE communication lines will be converted to underground lines.
The relocation of the 14 SCE overhead poles will be completed using standard construction equipment. Utility crews would use a backhoe to dig an approximate 2' wide by 10' to 15' deep

trench and then crane the pole into place and backfill. Old poles would be removed using a backhoe and crane. Transmission wires would be re-strung on new poles.

The electrical connection for the Project will be made near the Project entrance on Briggs Road. Electrical distribution lines for the Project will be placed in utility trenching underneath the proposed internal roadways and under the shared courtyard drive aisles. Reference **Figure 3-11, *Master Electricity and Gas Plan***.

Southern California Gas maintains all gas distribution systems within the area. Gas lines will be located in utility trenches and will connect with an existing 8" gas main at the Project's main entrance on the south side of Old Newport Road. Gas lines will be extended through the Specific Plan area in the same joint trench alignment as electric, cable, and telephone facilities. Reference **Figure 3-11, *Master Electricity and Gas Plan***.

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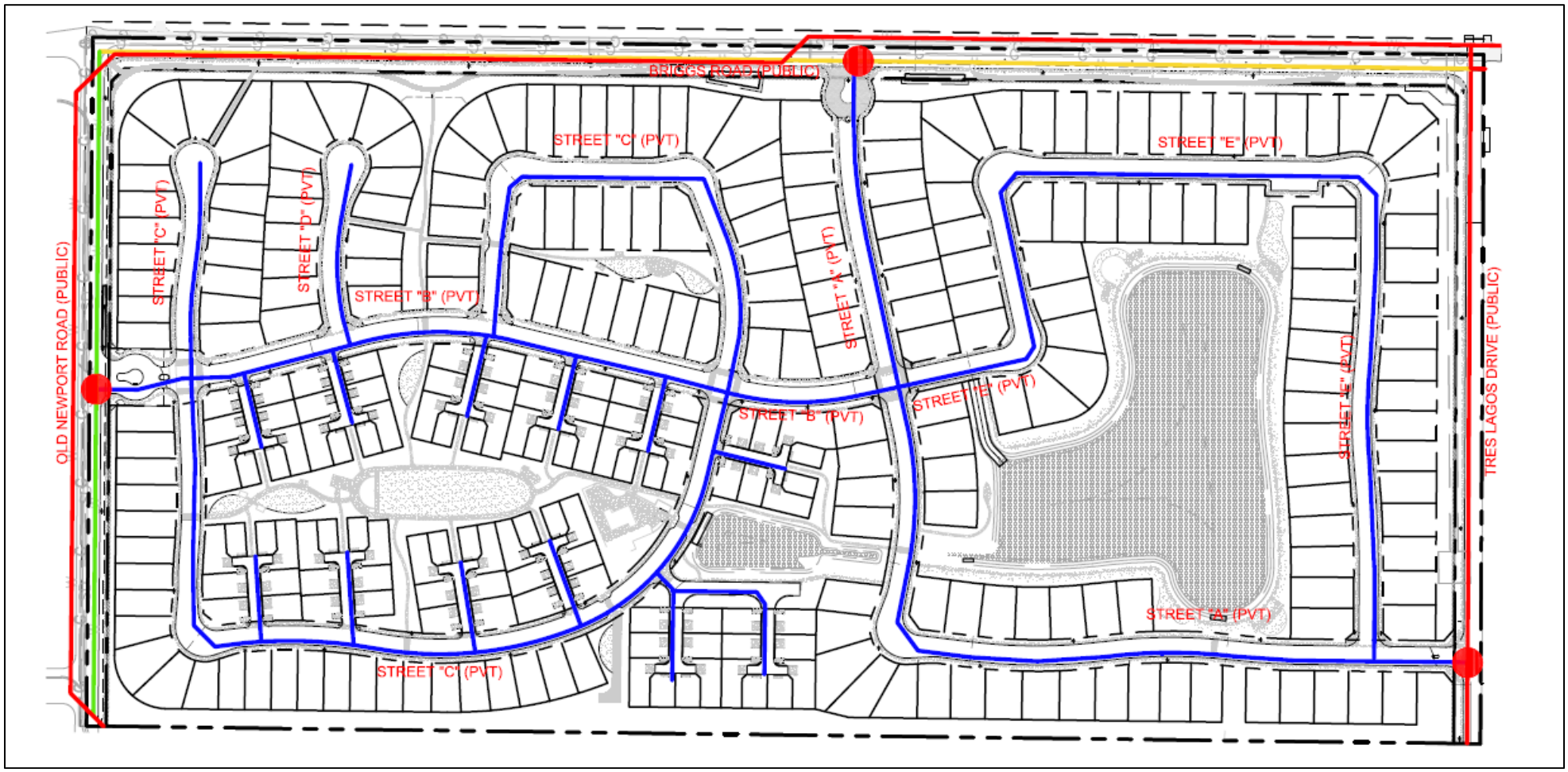
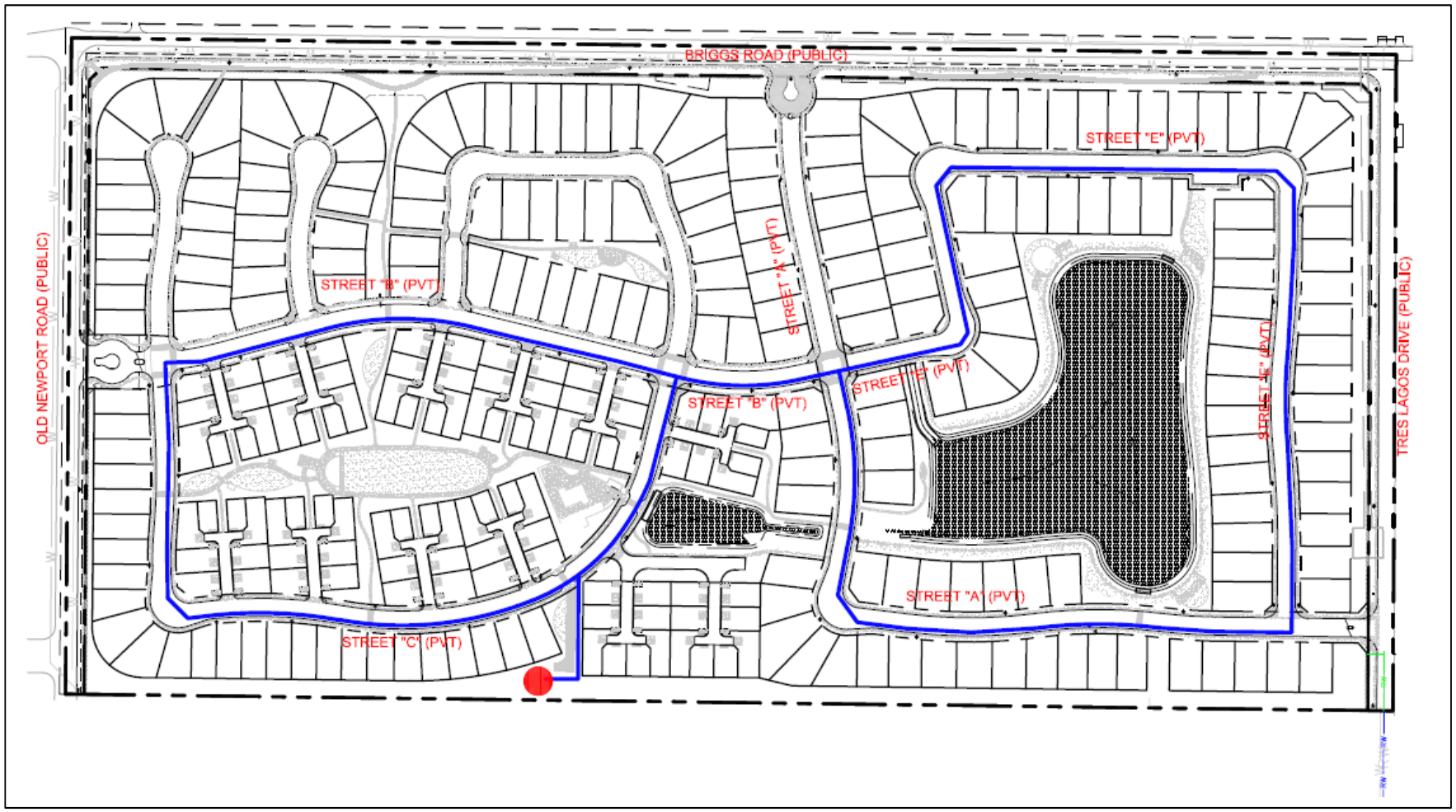
Figure 3-8
Water Plan

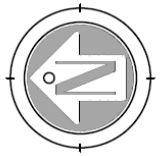


Source: Rockport Ranch Specific Plan (**Appendix O**)

Figure 3-9
Recycled and Well Water Plan



Source: Rockport Ranch Specific Plan (**Appendix O**)



LEGEND

PROPOSED PRIVATE RECLAIMED WATER 8" (PVC)

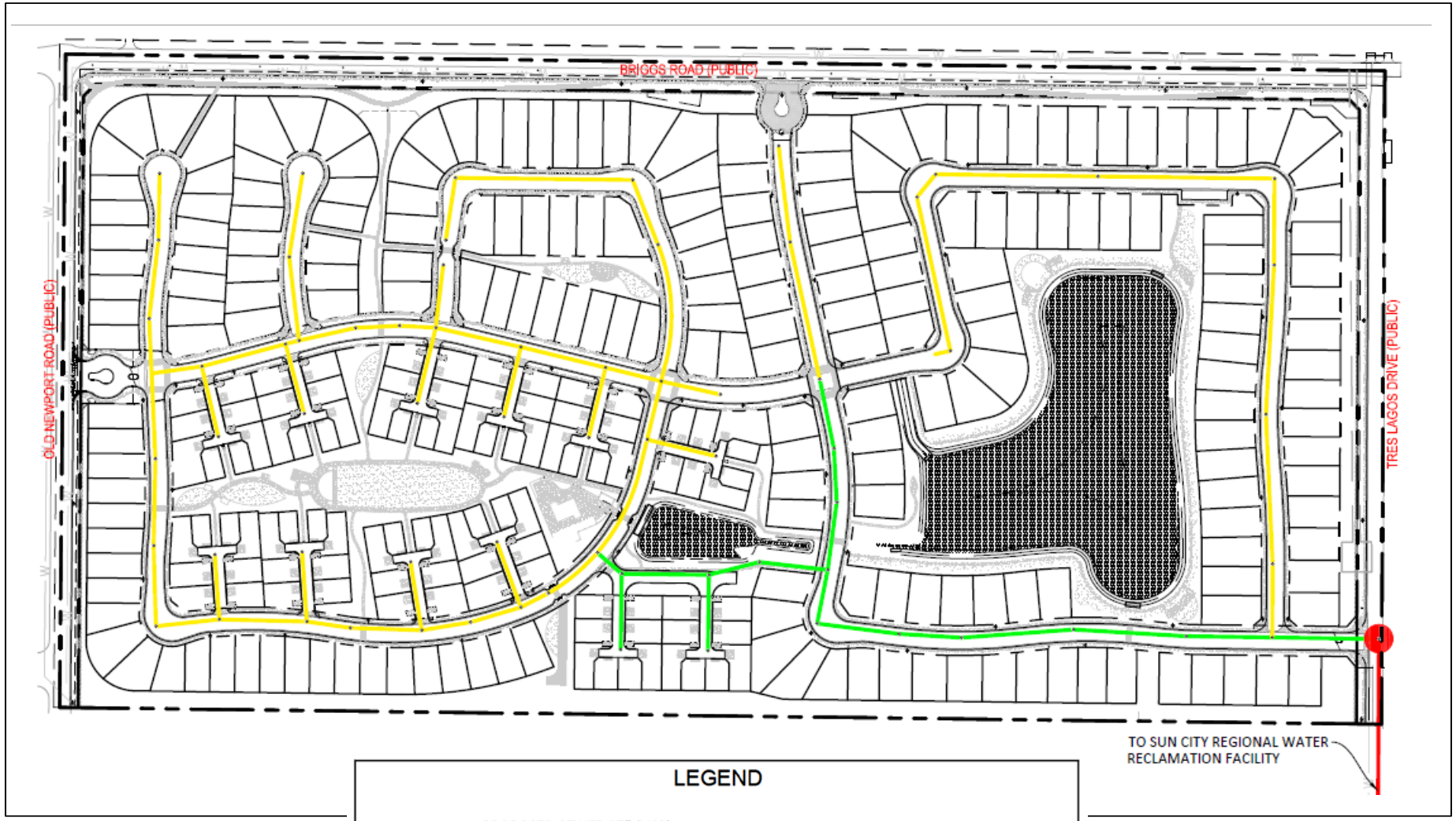
RECLAIMED WATER WELL

PROJECT BOUNDARY

EXISTING RECLAIMED WATER 12" (PVC)

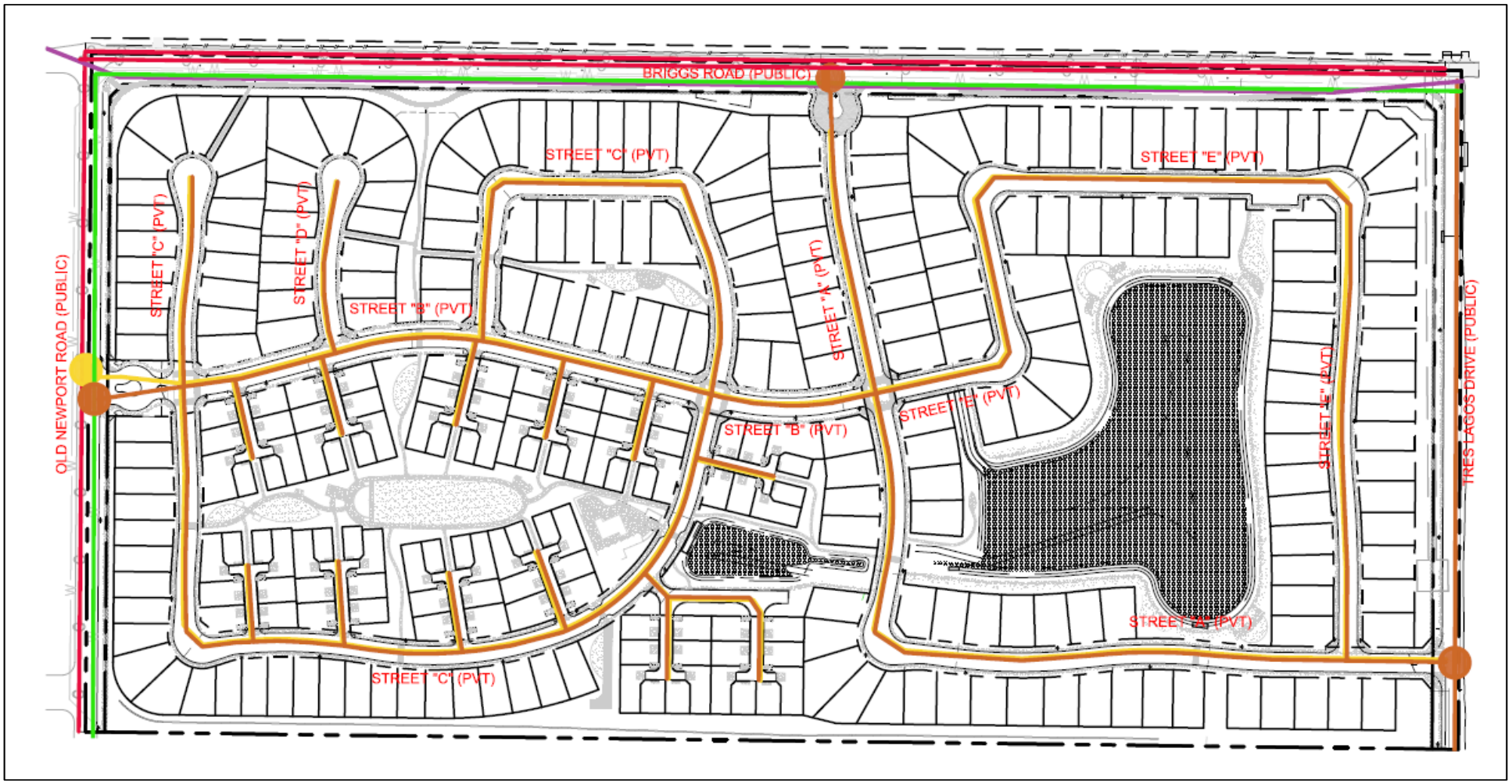
PROPOSED PUBLIC RECLAIMED WATER 8" (PVC)

Figure 3-10
Sewer Plan

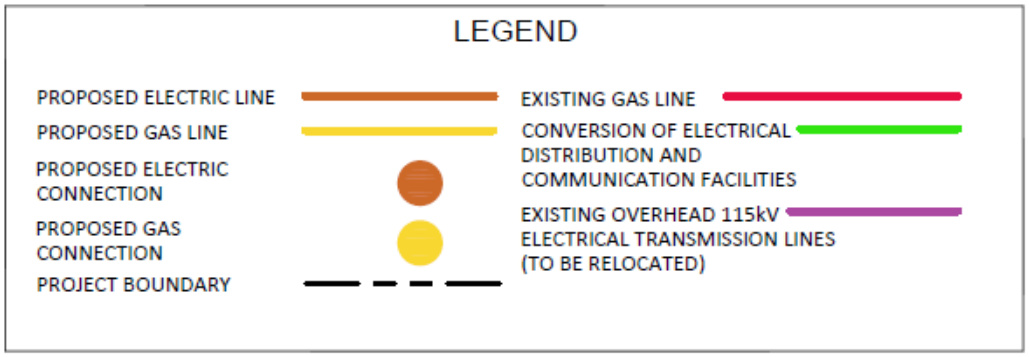


Source: Rockport Ranch Specific Plan (**Appendix O**)

Figure 3-11
Master Electricity and Gas Plan



Source: Rockport Ranch Specific Plan (**Appendix O**)



Building Architecture and Materials

Six (6) architectural styles are included in the Specific Plan and were chosen based on their historic usage and popularity with homeowners in California. The six (6) architectural styles are:

- California Bungalow;
- California Craftsman;
- California Ranch;
- Cottage;
- Farmhouse; and
- Monterey.

Reference **Figure 3-12, *Conceptual Elevations***.

Project Phasing

Preliminary phasing within the Project site shall be accomplished through a primary Phase I, inclusive of infrastructure necessary to deliver water, sewer, electricity, and gas to the Project, with subsequent construction phases. Utility infrastructure may be phased to coincide with phases of construction as needed. However, a phasing plan would be required if such infrastructure phasing would occur. Phasing plans are processed administratively and are a standard condition of approval of the tentative tract map.

Phase I improvements for the Project will consist of the following:

- Mass grading of the entire Project site;
- Grading for roads (internal to the Project site);
- Installation of utilities; and
- Off-site improvements to adjacent streets.

The wet and dry utilities and offsite improvements will consist of water lines, sewer lines, dry utilities (including gas, cable and telephone) and offsite improvements to adjacent streets.

More information of the total number of phases and the location of phasing is illustrated on **Figure 3-13, *Specific Plan Phasing Plan***. Phases 1 through 7 pertain to the Project phasing internal to the Project. This phasing is more applicable to the marketing phasing of the Project. As shown, the Project will basically develop from the north to the south.

Tentative Tract Map No. 2016-285 (TR 37131)

TR No. 2016-285 (TR 37131) proposes the subdivision of 79.68 gross-acres into a total of 305 single-family residential lots, with 20.1-acres of trails, open space, and recreation, and 21.18-acres of roads and easements. Reference **Figure 3-14, *Tentative Tract Map (TR 37131)***.

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Figure 3-12
Conceptual Elevations

California Bungalow

California Craftsman

California Ranch

Figure 3-12
Conceptual Elevations, continued

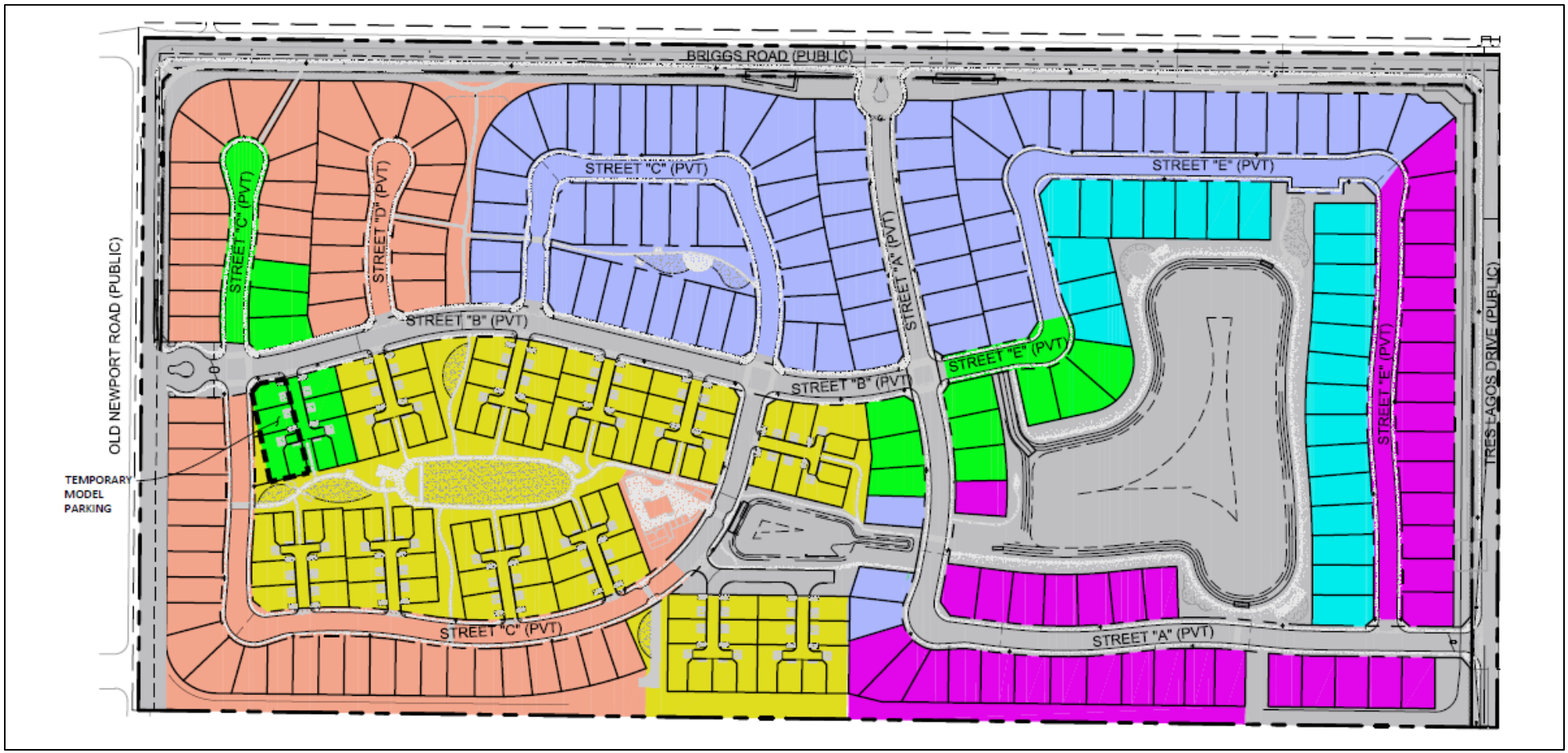
Cottage

Farmhouse

Monterey

Source: Rockport Ranch Specific Plan (**Appendix O**)

Figure 3-13
Phasing Plan



Source: Rockport Ranch Specific Plan (**Appendix O**)

LEGEND

PHASE 1 - SITE GRADING AND UTILITY INFRASTRUCTURE (OLD NEWPORT ROAD, BRIGGS ROAD, TRES LAGOS DRIVE, STREET A, STREET B, PORTION OF STREET C, LAKE)

PHASE 2 - MODELS (TEMPORARY PARKING, PORTION OF STREET C PORTION OF STREET E)

PHASE 3 (5,000 SF LOTS, PORTION OF STREET C, PORTION OF STREET D, POOL FACILITY)

PHASE 4 (5,000 SF LOTS, PARK AREA)

PHASE 5 (6,000 SF LOTS, PORTION OF STREET C, PORTION OF STREET E)

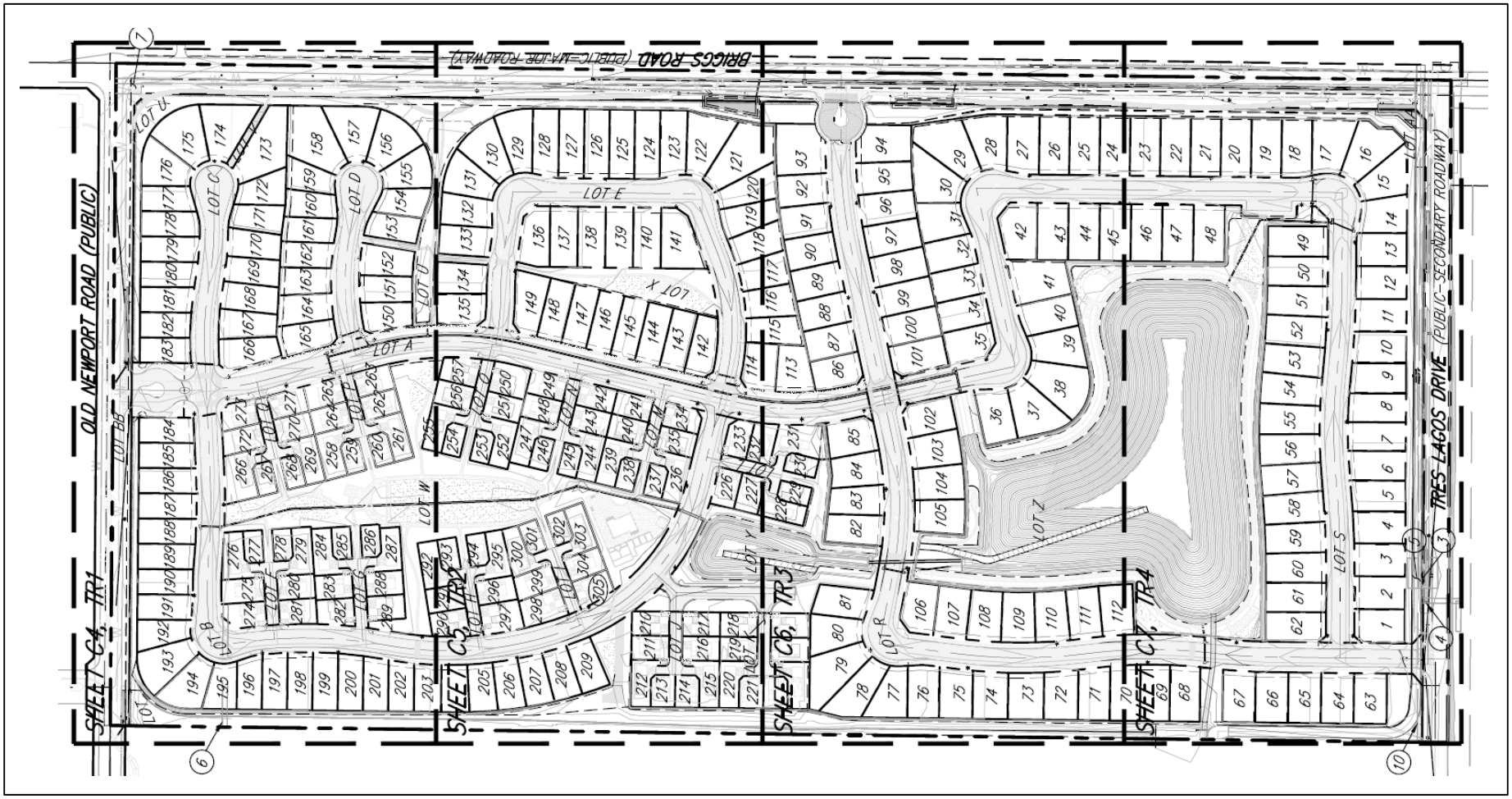
PHASE 6 (6,500 SF LOTS, PORTION OF STREET E)

PHASE 7 (7,000 SF LOTS)

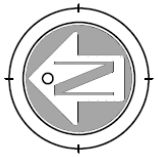
(TEMPORARY MODEL PARKING)

PROJECT BOUNDARY

Figure 3-14
Tentative Tract Map (TR 37131)



Source: Project Plans (**Appendix P**)



The residential lots include the following:

- 60 lots with a minimum lot size of 5,000 square feet (sq. ft.);
- 79 lots with a minimum lot size of 6,000 sq. ft.;
- 43 lots with a minimum lot size of 6,500 sq. ft.;
- 27 lots with a minimum lot size of 7,000 sq. ft.; and
- 96 courtyard type lot. (Courtyard type developments allow units to take access off a single private drive. A maximum of 8 units will take access off this private drive.)

The open space lots include lots for recreation (0.3-acre private pool, 1.2-acre park, 0.1-acre tot lot), two (2) lakes comprising 5.2-acres, 0.2-acre water quality features, 4.2 acres of sidewalks/trails, and 8.9 acres of landscaping throughout the development for paseos and additional perimeter landscaping. The Project is proposed to be a gated community; as such, all recreational facilities would be for private use.

3.4.1 Utility and Service Providers

The following companies and agencies will provide utilities and services to the Project during construction, and when it is occupied:

Utilities

Electricity:	Southern California Edison (SCE)
Gas:	Southern California Gas (SCG)
Water:	Eastern Municipal Water District (EMWD)
Sewer:	Eastern Municipal Water District (EMWD)
Cable:	Frontier Communications or Time Warner
Telephone:	Frontier Communications or Time Warner
Solid Waste:	Waste Management, Inc.
Drainage:	Riverside County Flood Control and Water Conservation District (RCFC&WCD)

Services

School(s):	Menifee Union School District (MUSD) and Perris Union High School District (PUHSD)
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:

- Ordinance No. 655, Mount Palomar Lighting Influence Area, Zone B (27.15 miles)
- Circulation Element Right-of-Way
- Ordinance No. 633.10, Stephen's Kangaroo Rat Fee Area
- Multiple Species Habitat Conservation Plan
- Zone E of the March Air Reserve Base Airport
- Southern California Edison Right-of-Way

3.4.2 Construction Scenario

Once all approvals are obtained, the Project site will be developed. Construction is expected to

commence in Spring 2018 and will last approximately three years. Construction duration and equipment used are shown in **Table 3-2, *Construction Schedule and Equipment***, below. Although the construction start day has already passed, the Spring 2018 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. The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per CEQA guidelines.

Table 3-2
Construction Schedule and Equipment

Construction Phase	Length (working days)	Equipment
Demolition	31	3 Concrete Saws
		9 Excavators
		6 Rubber Tired Dozers
Site Preparation	19	9 Rubber Tired Dozers
		12 Loader/Backhoes
Grading	218	2 Excavators
		1 Grader
		1 Rubber Tired Dozer
		2 Scrapers
		2 Loaders/Backhoes
Paving	34	6 Pavers
		6 Paving Equipment
		6 Rollers
Building Construction and Architectural Coating	482	3 Cranes
		9 Forklifts
		3 Generator Sets
		9 Loader/Backhoes
		3 Welders
		3 Air Compressors

Source: *AQ Analysis* (**Appendix C**)

For purposes of the analysis within this DEIR, it is assumed that construction phases do not overlap.

3.5 USES OF THIS ENVIRONMENTAL IMPACT REPORT

As previously stated, before development identified in the Project can occur, the City of Menifee must provide the developer of this Project with the land use entitlements needed to construct the Project. It is these approvals that will allow the proposed development to proceed and allow the corresponding changes to the physical environment. This DEIR will be used as the information source and CEQA compliance document for the following discretionary actions or approvals by the City of Menifee:

- General Plan Amendment;
- Change of Zone;
- Specific Plan;
- Tentative Tract Map;

- Various Minor Plot Plans (for landscaping [working drawings], wall and fence plans, monument signs, park plans, etc.);
- Statewide General Construction Permit;
- Grading Permit;
- Encroachment Permit; and
- 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 (EMWD); and/or
- Riverside County Department of Environmental Health (for well closures/relocations).

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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 Project.

The City concluded that an EIR must be prepared to address the potential impacts associated with the 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 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 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 Project might cause significant impacts to portions of sixteen (16) issue areas (as identified in the Project Initial Study (IS – Subchapter 8.3, *Initial Study*).

In addition, due to comments raised during the NOP, portions of the Cultural Resources Subchapter will also be clarified in this DEIR, thereby increasing the issue areas analyzed within this DEIR to seventeen (17).

Therefore, portions of the following issue areas will be addressed in this DEIR:

- Subchapter 4.2: Aesthetics;
- Subchapter 4.3: Agriculture and Forestry Agriculture Resources;
- Subchapter 4.4: Air Quality;
- Subchapter 4.5: Biological Resources;
- Subchapter 4.6: Cultural Resources;
- Subchapter 4.7: Geology and Soils;
- Subchapter 4.8: Greenhouse Gas Emissions;
- Subchapter 4.9: Hazards and Hazardous Materials;
- Subchapter 4.10: Hydrology and Water Quality;
- Subchapter 4.11: Land Use and Planning;
- Subchapter 4.12: Noise;
- Subchapter 4.13: Population and Housing;
- Subchapter 4.14: Public Services;
- Subchapter 4.15: Recreation;
- Subchapter 4.16: Transportation;
- Subchapter 4.17: Tribal Cultural Resources; and
- Subchapter 4.18: Utilities and Service Systems.

Subsequent to the Initial Study being circulated and prior to the DEIR being completed, the City of Menifee revised its Initial Study checklist. These revisions were made based on the changes adopted in November 2018, by the State of California, to the guidelines for implementing the California Environmental Quality Act (CEQA), Appendix G Environmental Checklist Form. Two new environmental topics (Energy and Wildfire) were introduced to be analyzed in future Initial Studies; these environmental topics are being added to the DEIR to be analyzed and are presented as follows:

- Subchapter 4.19: Energy; and
- Subchapter 4.20: 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.

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. The NOP review period began on August 31, 2017 and ended on October 5, 2017.

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 Project with the issue specific significance threshold criterion or criteria, a conclusion is reached on whether the Project has the potential to cause a significant environmental impact for the issue being evaluated. Potential direct and indirect impacts of the 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 and

through the State Clearinghouse on August 31, 2017. The NOP comment period closed on October 5, 2017. A Scoping Meeting was held on September 14, 2017.

The Project-specific technical studies prepared in support of this DEIR were all compiled and completed concurrent or after the NOP date of August 31, 2017, 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.

It should be noted that there has been a change from the Initial Study existing conditions description to the DEIR existing condition (see Chapter 3, Project Description). Demolition, which was assumed to have been completed by time of the issuance of the NOP was still on-going.

The following is a chronology of demolition on the Project site which commenced prior to the issuance of the NOP and concluded after the NOP comment period closed, and the Scoping Meeting had occurred:

- **7/16** – Applicant contacted City for guidance on demo of concrete and placement of the material in the existing ponds located on the southwest portion of the property. Initial contact with the City was made to determine the necessity of a permit, and if necessary, the type of permit needed to conduct the work.
- **8/3/16** – The City determined that demolition of concrete and fill could be performed under existing Ag permit, which was administered through the County of Riverside.
- **10/31/16** – Demolition of concrete begins on site.
- **11/9/16** – An inspector with the City of Menifee was passing the site on Briggs Road, noticed the work and inspected the work operation. The inspector determined the work being performed needed a permit from the City of Menifee and a Stop Work notice was issued.
- **12/5/16** – The Project engineer met with City Staff to discuss the scope for the process to pull a demo permit. City Engineering Staff determined the permit would be issued under the City's grading permit process.
- **12/14/16** – (City Engineering Staff) Jennifer Trujillo confirmed via e-mail that this would be a grading permit process, sent Excel Engineering the template for Grading Plan sheets.
- **2/21/16** – Project engineer submitted the Demolition Plans to the City of Menifee as part of a Grading Permit Process per City's direction. This submittal included the Demolition Plans, a SWPPP, the Geotechnical Addendum Letter for Rock Fill Placement, and a submittal plan check fee.
- **9/17** – Demo/grading permit approved.
- **10/10/17 –** Construction BMP's were installed.
- **10/10/17** – Grading contractor takes reliance on permit. Demo of concrete re-starts.
- **10/26/17** – Ongoing demo/placement fill operations.
- **11/10/17** - Demolition process completed.

Due to the scope, scale, and location of the Project, the work included in the demolition would have been within the parameters for the Project. The demolition that was completed in mid-November 2017 included concrete that was broken down in size (based on geotechnical recommendations) and was placed as engineered fill into two of the three deep existing settling basins located in the southwesterly region of the Project site. It should be noted that the City reviewed and approved the demolition plans and included conditions of approval and mitigation to ensure that any sensitive resources on site (i.e., biological resource, cultural resources, hazardous materials, etc.) were either not present, or were monitored for during demolition. Post-demolition, water quality requirements were installed to ensure that erosion was not an issue and that water quality would not be compromised.

Had the demolition work not been completed ahead of the entire Project, it would have occurred during the site preparation/grading of the Project site. This would have been during the time that the remaining four (4) structures on site were also demolished. According to Table 2, *Construction Schedule and Equipment*, of the Initial Study, demolition would have taken place during a period of 100 days and would have included the following equipment: 1 concrete saw, 3 excavators, and 2 rubber tired dozers. Due to the scope and nature of the demolition work, the inclusion of it into the Project would have resulted in a *de minimis* impact when coupled with the remaining demolition for the Project.

Therefore, this does not affect the baseline utilized in this DEIR.

It should be noted that the City, as the lead agency, does have discretion to treat ongoing activities as part of the existing environmental baseline even when those activities have not been previously authorized by a permit or review under CEQA. (*Fat v. County of Sacramento* (2002) 97 Cal.App.4th 1270, 1280.) Courts have held that a CEQA document does not need to analyze prior illegal activity:

> *Riverwatch* addressed the question of prior illegal activity in detail. In that case, the county issued a major use permit for development of a rock quarry, and an association of residents and taxpayers called Riverwatch challenged the adequacy of the EIR. The trial court granted the petition for writ of mandate, and directed the county to vacate its approval of the project. Among other things, the trial court found that the EIR had failed to properly consider the impact of prior illegal activity at the project site. (*Riverwatch*, supra, 76 Cal.App.4th at p. 1434.) The Court of Appeal affirmed in part and reversed in part. (Id. at p. 1435.) It disagreed with the trial court that the EIR should have developed an environmental baseline that accounted for prior illegal activity. The Court of Appeal noted that "in general preparation of an EIR is not the appropriate forum for determining the nature and consequences of prior conduct of a project applicant." (Id. at p. 1452.) It cited Bloom and section 15125, subdivision (a) of the Guidelines in support of the general rule that "environmental impacts should be examined in light of the environment as it exists when a project is approved." (*Riverwatch*, supra, at p. 1453.)
>
> (*Id.* [citing *Riverwatch v. County of San Diego* (1999) 76 Cal.App.4th 1428].)

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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. Section V.1, Aesthetics, 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 substantially degrade the existing visual character or quality of the site and its surroundings?
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 "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, a. and c., related to aesthetics in the questions asked above **would** be further analyzed in the DEIR.

Subsequent to the Initial Study being circulated and prior to the DEIR being completed, the City of Menifee revised its Initial Study checklist. These revisions were made based on the changes adopted in November 2018, by the State of California, to the guidelines for implementing the California Environmental Quality Act (CEQA), Appendix G Environmental Checklist Form. These revisions are outlined below and will be reflected in the DEIR.

"Would the Project?" was replaced with: Except as provided in Public Resources Code Section 21099, would the Project?

Issue area c. was revised as follows:

c. Except as provided in Public Resources Code Section 21099, 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?

Standard Conditions SC-AES-1 (Chapter 6.01 of the Menifee Municipal Code) 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**)
- *City of Menifee Municipal Code, Ordinance No. 348, 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)

No comments regarding aesthetics were received in response to the Notice of Preparation or at the Scoping Meeting. While comments were raised regarding the potential for historic structures and trees on-site, these pertain more specifically to Subchapter 4.3, Agriculture and Forestry Resources; Subchapter 4.5, Biological Resources; Subchapter 4.6, Cultural Resources; and will be addressed in these Subchapters.

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

4.2.2 Environmental Setting

The Project is located in the City of Menifee, County of Riverside. Refer to **Figure 2-3, *Aerial Photo*** (Chapter 2) 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.*

Historically, a commercial dairy was located on the Project site. Operation of the dairy ceased in 2014 and the buildings and infrastructure associated with the dairy have been removed. Four (4) homes associated with the prior dairy are situated at the northern end of the site, along Old Newport Road. The topography of the Project site is flat, and the elevation is approximately 1,440 feet above mean sea level.

In September 2017, the remaining foundations of the dairy processing facilities were demolished. Concrete was broken down in size (based on geotechnical recommendations) and

placed as engineered fill into two of the three deep existing settling basins located in the southwesterly region of the Project site. In all, approximately 490,000 square feet of 6" thick concrete slab (9,075 cubic yards) was broken down in size. The concrete was mixed with 3,175 cubic yards of older alluvium soils for proper compaction in compliance with the completed geotechnical study.

Natural drainage at the site is generally interpreted to be toward the southwest, conforming to the natural topography in the area. Standing water was observed on the site in several locations on the dates of geotechnical exploration, due to inclement weather. Additionally, several basins, approximately 5 feet to 20 feet in depth, are located in the western and southwestern portions of the site and collect storm water.

The Project site is bounded as follows: Old Newport Road and Tierra Shores residential development to the north; Wilderness Lakes RV Resort to the south; Briggs Road, Ramona Egg Ranch and agricultural land to the east; and The Lakes residential development to the west. 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***.

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

Based on a field reconnaissance of the Project site, it was determined that from a visual standpoint there are four (4) 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 northerly, southerly, easterly and westerly from the intersection of Old Newport Road and Briggs Road (northeast corner of the Project site). Reference **Figure 4.2-2, *Vantage Point No. 1***.
- Vantage Point No. 2: Looking northerly, southerly, easterly and westerly from the intersection of Old Newport Road and Pleasant View Lane (northwest corner of the Project site). Reference **Figure 4.2-3, *Vantage Point No. 2***.
- Vantage Point No. 3: Looking northerly, southerly, easterly and westerly from the intersection of Briggs Road and Tres Lagos Drive/Gold Crest Drive (southeast corner of the Project site). Reference **Figure 4.2-4, *Vantage Point No. 3***.
- Vantage Point No. 4: Looking northerly, southerly, easterly and westerly at the current easterly terminus of Tres Lagos Drive (southwest corner of the Project site). **Figure 4.2-5, *Vantage Point No. 4***.

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

4.2.2.1 Vantage Point No. 1: **Looking northerly, southerly, easterly and westerly from the**

intersection of Old Newport Road and Briggs Road (northeast corner of the Project site)

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

- Facing North (suburban and rural setting):
  - Foreground: Partially developed Briggs Road, landscaping/streetscene associated with Tierra Shores residential development to the left side of the photo and vacant land to the right side of the photo. Electric power poles/lines are a prevalent feature.
  - Middle ground: Partially developed Briggs Road, landscaping/streetscene associated with Tierra Shores residential development to the left side of the photo and vacant land to the right side of the photo. Electric power poles/lines are a prevalent view feature. Low hills are also prevalent.
  - Background: Partially developed Briggs Road, electric power transmission lines and low hills are also prevalent features.
- Facing South (rural setting):
  - Foreground: Residential single-story ranch structures and three-rail fencing (both associated with the Project site), Briggs Road, electric power lines/poles and ornamental trees are the prevalent features.
  - Middle ground: Residential single-story ranch structure, Briggs Road, electric power transmission lines and ornamental trees are the prevalent features.
  - Background: Electric power poles/lines and ornamental trees are the prevalent features.
- Facing East (rural setting):
  - Foreground: Vacant land, single-story ranch house, ornamental trees, electrical power lines are the prevalent features.
  - Middle ground: Vacant land, single-story ranch house, ornamental trees, electrical power poles/lines and low hills are the prevalent features.
  - Background: Low hills are the prevalent the feature.
- Facing West (rural and suburban setting):
  - Foreground: Residential single-story ranch structures and three-rail fencing (both associated with the Project site), partially improved Old Newport Road, electric power poles/lines and ornamental trees are the prevalent features.
  - Middle ground: Residential single-story ranch structures and three-rail fencing (both associated with the Project site), partially improved Old Newport Road, electric power poles/lines and ornamental trees are the prevalent features.
  - Background: Very faint view of mountains to the west is the prevalent feature.
  - Background: Very faint view of mountains to the west is the prevalent feature.

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

As are shown on these pictures, the Project site is considered “rural,” as is development to the east of Briggs Road. Development to the north is considered “suburban” level development. There are views to local hills from Vantage Point No. 1.

4.2.2.2 Vantage Point No. 2 Looking northerly, southerly, easterly and westerly from the intersection of Old Newport Road and Pleasant View Lane (northwest corner of the Project site)

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

- Facing North (suburban setting):
  - Foreground: The entry to the Tierra Shores residential development (streets, landscaping, monumentation) is the prevalent view.
  - Middle ground: The entry to Tierra Shores residential development (streets, landscaping, monumentation) and some two-story residential homes are the prevalent views.
  - Background: Ornamental landscaping and some two-story residential homes are the prevalent views.
- Facing South (vacant land and suburban setting):
  - Foreground: Partial improvements to Old Newport Road, and some two-story residential homes are the prevalent views.
  - Middle ground: Vacant land (Project site), partial improvements to Old Newport Road, electric power poles/lines, and some two-story residential homes are the prevalent views.
  - Background: Ornamental trees, as well as very faint views of mountains in Murrieta and the Palomar Mountain Range to the south are the prevalent features.
- Facing East (suburban and rural/vacant setting):
  - Foreground: The Tierra Shores entry and streetscene, partial improvements to Old Newport Road and vacant land (associated with the Project) are the prevalent views.
  - Middle ground: The Tierra Shores streetscene, partial improvements to Old Newport Road and vacant land and fencing (associated with the Project) and electric power poles/lines are the prevalent views.
  - Background: The Tierra Shores streetscene, partial improvements to Old Newport Road, single-story ranch homes and ornamental landscaping (associated with the Project) and low hills are the prevalent views.
- Facing West (suburban setting):
  - Foreground: The Tierra Shores entry and streetscene, partial improvements to Old Newport Road and parked vehicles are the prevalent views.
  - Middle ground: Parked cars, suburban style streetscene (including streetlights) and one- and two-story residential homes are the prevalent views.
  - Background: One- and two-story residential homes are the prevalent views.

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

As shown on these pictures, the Project site is considered “rural,” as is development to the east of Briggs Road. Development to the north, south, and west is considered “suburban” level development. There are limited views to distant hills from Vantage Point No. 2.

4.2.2.3 Vantage Point No. 3 Looking northerly, southerly, easterly and westerly from the intersection of Briggs Road and Tres Lagos Drive/Gold Crest Drive (southeast corner of the Project site).

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

- Facing North (rural setting):
  - Foreground: Partially improved Briggs Road, agricultural land, chain link fencing (Project site), and agricultural land are the prevalent views.
  - Middle ground: Partially improved Briggs Road, agricultural land and chain link fencing and tarps (Project site), electric power poles/lines, agricultural land, ornamental trees and an agricultural structure associate with the Ramona Chicken Ranch are the prevalent views.
  - Background: Electric power poles, as well as hills to the north are the prevalent views.
- Facing South (rural and RV campground setting):
  - Foreground: Partially improved Briggs Road, agricultural land, chain link fencing (Project site), electric power poles/lines, and agricultural land are the prevalent views.
  - Middle ground: Partially improved Briggs Road, agricultural land, chain link fencing (Project site), electric power poles/lines, agricultural land as well as very faint views of mountains in Menifee, Murrieta, and the Palomar Mountain Range to the south are the prevalent views.
  - Background: Very faint views of mountains in Menifee, Murrieta, and the Palomar Mountain Range to the south are the prevalent views.
- Facing East (rural setting):
  - Foreground: Partially improved Briggs Road, agricultural land, electric power pole/lines, and mail boxes are the prevalent views.
  - Middle ground: Agricultural land, electric power pole/lines, a single-story ranch home and ornamental trees are the prevalent views.
  - Background: Local low hill and distant hills and mountains are the prevalent views.
- Facing West (rural and RV campground setting):
  - Foreground: Chain link fencing and vacant land (Project site), wood fencing, ornamental trees and a single-story ranch home (RV campground) are the prevalent views.
  - Middle ground: Vacant land (Project site), farm equipment, residential development (under construction), power poles/lines and ornamental trees are the prevalent features.
  - Background: View of local hills, and faint views of distant mountains are the prevalent views.

Reference **Figure 4.2-4, *Vantage Point No. 3***.
As are shown on these pictures, the Project site is considered “rural” amidst agricultural development to the east and the Wilderness Lakes RV Resort to the south. There are distant views to hills and mountains to the north, south, east and west from Vantage Point No. 3.

4.2.2.4 Vantage Point No. 4 Looking northerly, southerly, easterly and westerly at the current easterly terminus of Tres Lagos Drive (southwest corner of the Project site)

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

- Facing North (vacant land setting):
  - Foreground: Terminus of a suburban roadway, a suburban style block wall, construction fencing, and a power pole are the prevalent views.
  - Middle ground: Vacant land, a suburban style block wall, ornamental landscaping, suburban residential development are the prevalent views.
  - Background: Local low hills are the prevalent views.
- Facing South (RV campground setting):
  - Foreground: Terminus of a roadway, chain link fencing, and a parked auto are the prevalent views.
  - Middle ground: RV's, ornamental trees, autos and roadways are the prevalent views.
  - Background: Ornamental trees are the prevalent views.
- Facing East (vacant land and RV campground setting):
  - Foreground: Vacant land, chain link fencing and a roadway are the prevalent views.
  - Middle ground: Vacant land, chain link fencing, an RV and car, and ornamental landscaping are the prevalent views.
  - Background: An agricultural structure (associated with the Ramona Egg Ranch) and local hills are the prevalent views.
- Facing West (land under construction and RV campground setting):
  - Foreground: A suburban roadway, temporary power poles/lines, chain link fencing, silt fencing, RVs and ornamental landscaping are the prevalent views.
  - Middle ground: A suburban roadway, temporary power poles/lines, chain link fencing, silt fencing, RVs and ornamental landscaping are the prevalent views.
  - Background: Faint views of distant mountains and ornamental landscaping are the prevalent views.

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

As are shown on these pictures, the Project site is considered "rural" amidst suburban development (under construction) and the Wilderness Lakes RV Resort to the south. There are views to local hills to the north and east, and faint views of mountains to the west from Vantage Point No. 4.

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Figure 4.2-1
Vantage Point Key Map

Source: Google Maps www.google.com/maps accessed 2017

Figure 4.2-2
Vantage Point No. 1

1 - Facing north

1 - Facing south

Source: Site Photos, Taken October 2017

Figure 4.2-2
Vantage Point No. 1, continued

1 - Facing east

1 - Facing west

Source: Site Photos, Taken October 2017

Figure 4.2-3
Vantage Point No. 2

2 - Facing north

2 - Facing south

Source: Site Photos, Taken October 2017

Figure 4.2-3
Vantage Point No. 2, continued

2 - Facing north

2 - Facing south

Source: Site Photos, Taken October 2017

Figure 4.2-4
Vantage Point No. 3

3 – Facing north

3 - Facing south

Source: Site Photos, Taken October 2017

Figure 4.2-4
Vantage Point No. 3, continued

3 - Facing east

3 - Facing west

Source: Site Photos, Taken October 2017

Figure 4.2-5
Vantage Point No. 4

4 – Facing north

4 – Facing south

Source: Site Photos, Taken October 2017

Figure 4.2-5
Vantage Point No. 4, continued

4 – Facing east

4 – Facing west

Source: Site Photos, Taken October 2017

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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 revised Appendix G of the CEQA Guidelines, and the IS, the Project would have a significant impact if it would:

a. Except as provided in Public Resources Code Section 21099, have a substantial adverse effect on a scenic vista.
c. Except as provided in Public Resources Code Section 21099, 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, 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 City's IS. The potential aesthetic changes in the environment are addressed in response to the above thresholds in the following analysis.

4.2.3.1 Existing Regulations

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

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 17 miles east of the City.

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.

- **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.

Applicable General Plan Goals and 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-3.8:** Design retention/detention basins to be visually attractive and well integrated with any associated project and with adjacent land uses.
  - **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-3.17:** 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.
  - **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-4.5:** Orient new streets to maximize the view of open space, parks, mountains, and built landmarks where possible.
- **Goal CD-6:** Attractive landscaping, lighting, and signage that conveys a positive image of the community.
  - **Policy CD-6.1:** Recognize the importance of street trees in the aesthetic appeal of residential neighborhoods and require the planting of street trees throughout the city.
  - **Policy CD-6.2:** Ensure that all public landscaping is adequately maintained.
  - **Policy CD-6.3:** Require property owners to maintain the existing landscape on developed nonresidential sites and replace unhealthy or dead landscaping.
  - **Policy CD-6.4:** Require that lighting and fixtures be integrated with the design and layout of a project and that they provide a desirable level of security and illumination.
  - **Policy CD-6.5:** Limit light leakage and spillage that may interfere with the operations of the Palomar Observatory.
  - **Policy CD-6.6:** Encourage the incorporation of lighting into signage design when appropriate in order to minimize glare and light spillage while accentuating the design of the signage.
  - **Policy CD-6.7:** Integrate project signage into the architectural design and character of new buildings.
  - **Policy CD-6.8:** Discourage the use of flashing, moving, or audible signs.

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

4.2.4 Potential Impacts

THRESHOLD a: Except as provided in Public Resources Code Section 21099, 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 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 surrounded to the south, north and west by similar style development in terms of scale and intensity. More specifically, the Project site is bordered on the north by single-family homes, on the south by a recreational vehicle campground/park, on the west by a partially developed tract of single-family homes, Agricultural uses exist to the east of the Project site. This is also the situation for the development to the north and south of the Project site. It could be said that Briggs Road represents an easterly "urban growth limit" to the City.

The Project will change the visual character of the Project site and the area by adding structures and landscaping. Four (4) homes associated with the dairy are situated at the northern end of the Project site, along Old Newport Road. The remainder of the site is vacant. The dairy operation ceased in 2014 due to encroachment of suburban style development and water quality that was not feasible for the dairy operations (see further discussion in Subchapter 4.10, Hydrology and Water Quality, of this DEIR).

Upon Project completion, the Project will consist of 305 single-family residential lots, with 20.1 acres of trails, open space, and recreation, 21.18 acres of roads, and 14 existing SCE overhead poles with two 115kV transmission lines along Briggs Road will be relocated into the parkway behind the curb, gutter, and sidewalk. This is consistent with adjacent development to the north and west (in terms of scale and intensity) and generally consistent with the development to the south. It is not consistent with the Ramona Egg Ranch, which is located easterly of the Project site, across Briggs Road, within the County of Riverside. Briggs Road represents the urban growth line of the City at this location. This is further demonstrated by the pictures for Vantage Points No. 1 – 4, discussed above. **Figures 4.2-2** through **Figures 4.2-5** depict the Project site, its immediate environs, and views to any scenic vistas.

Implementation of the Project will not have impacts on any scenic vistas. 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 as "Menifee's scenic/view corridors frame the City's topography and highlight some of its most important natural resources, including its hillsides, creeks, and rock outcroppings."

Therefore, any impacts are considered less than significant.

THRESHOLD c: Except as provided in Public Resources Code Section 21099, 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

Construction of the 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 single-family homes, on the south by a recreational vehicle campground/park, on the west by a partially developed tract of single-family homes, and on the east by a poultry farm and agricultural fields.

The Project site is highly disturbed due to past land use practices related to a commercial dairy. Operation of the dairy on the Project site ceased in 2014, and the buildings and infrastructure associated with the dairy have since started to be removed.

Upon Project completion, the Project will consist of 305 single-family residential lots, with 20.1-acres of trails, open space, and recreation, 21.18 acres of roads, and 14 existing SCE overhead poles with two 115kV transmission lines along Briggs Road will be relocated into the parkway behind the curb, gutter, and sidewalk.

The General Plan Land Use designation for the site is Agriculture (AG). The General Plan EIR did not contemplate a project of this nature on this site. As stated above, the Project site is surrounded to the south, north and west by similar style development in terms of scale and intensity. It could also be said that the Project would be a continuation of the development pattern to the north and to the west and would represent a logical stopping point for suburban style development within the City.

The height, colors, materials, and development fabric are consistent with the surrounding development to the north, west and, somewhat to the south. The Project will be in contrast to the rural agricultural uses to the east in terms of the development fabric. When placed in the context of the development to the north, west, and south, and utilizing Briggs Road as an “urban growth limit” of the City, the Project is appropriate in its location. The *Rockport Ranch Specific Plan* 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 *Rockport Ranch Specific Plan*, the Project will not substantially degrade the existing visual character or quality of the site and its surroundings. There are no other applicable zoning and other regulations governing scenic quality. Any impacts are considered less than significant.

4.2.5 Avoidance, Minimization, Standard Conditions, and Mitigation Measures

Avoidance

No avoidance measures are required.

Minimization

No minimization measures are required.

Standard Condition(s)

The following standard condition, which was carried over from the IS shall apply to the Project as it relates to aesthetic resources, light, and glare. **Standard Conditions SC-AES-1** is applicable to all Projects within the City and is not considered unique mitigation under CEQA.

SC-AES-1 **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.**

Mitigation Measure(s)

No mitigation measures are required.

4.2.6 Cumulative Impacts

Development of the 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 (to the east of Briggs Road), and what was anticipated under the General Plan. 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. 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. The height, colors, materials, and development fabric are consistent with the surrounding development to

the north, west and, somewhat to the south. The Project will be a contrast to the rural agricultural uses to the east. The Project, when placed in the context of the development to the north, west, and south, and utilizing Briggs Road as an "urban growth limit" of the City is appropriate for a Project of this nature, in this location. The Specific Plan 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 Specific Plan, the Project 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.

4.2.7 Unavoidable Significant Adverse Impacts

The existing visual setting of the 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 Project, primarily to the existing agricultural uses to the east of Briggs Road. 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 Project can be implemented in conformance with the Rockport Ranch Specific Plan, which serves to implement the Goals and Policies of the General Plan. While the impacts are unavoidable, they are not considered significant, or adverse.

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4.3 AGRICULTURE AND FORESTRY RESOURCES

4.3.1 Introduction

This Subchapter will evaluate the environmental impacts to the issue area of agriculture and forestry resources from implementation of the Project. Section V.2., Agriculture and Forestry Resources, of the Initial Study (IS, Subchapter 8.3, *Initial Study*) posed the following questions:

a. Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
b. Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?
c. Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined in Public Resources Code section 4526), or timberland zoned Timberland Production (as defined in Government Code section 51104(g))?
d. Would the Project result in the loss of forest land or conversion of forest land to non-forest use?
e. Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

Based on the analysis in the IS it was determined that the questions pertaining to issue areas c., and d., related to the forestry 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 those issue areas, as a result of implementation of the Project. It should be noted that for issue area e., the Project would 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.

Based on the analysis in the IS, the remaining three (3) issue areas related to agriculture resources 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:

- *The GPEIR (Chapter 5.3 – Agriculture and Forestry Resources)* https://www.cityofmenifee.us/262/Draft-Environmental-Impact-Report
- *Map My County,* (**Appendix A**)
- *Public Resources Code Section 12220(g)* http://codes.findlaw.com/ca/public-resources-code/prc-sect-12220.html
- *City of Menifee Municipal Code, Ordinance No. 348, Article XIV, A-2 Zone (Heavy Agriculture)* http://library.amlegal.com/nxt/gateway.dll/California/menifee_ca/cityofmenifeecaliforniacode

ofordinances?f=templates$fn=default.htm$3.0$vid=amlegal:menifee_ca

- *City of Menifee Agricultural Land Evaluation and Site Analysis, dated February 2018, prepared by Tom Dodson & Associates (LESA,* **Appendix B**)
- *Phase I Environmental Site Assessment 29875 Newport Road Menifee, Riverside County, California 92584*, prepared by GEOTEK, Inc., February 2016 (*Phase I ESA*, **Appendix G1**)
- *Cultural Resources Assessment Report for the Rockport Ranch Project Menifee, California*, prepared by Laguna Mountain Environmental, Inc., December 2017 (*CRA*, **Appendix E1**)

Comment Letters Received on the Notice of Preparation (NOP)

Comment Letter #7 was received from Jan L. Westfall (dated 10/4/17) regarding agriculture resources in response to the NOP. Within this comment letter were the following comments pertaining to regarding agriculture:

- The Project converts one of very few remaining agricultural areas in Menifee to a gated community.
- The loss of the historic agricultural resource is unmitigated.
- The lead agency (City) must fully investigate whether there is a need for the Project, whether it is possible to mitigate the loss of the agricultural land, and whether there are environmentally superior alternatives to the Project.
- The land formerly occupied by the Abacherli dairy is prime agricultural land.
- Allowing developers to change the zoning designation of scarce agricultural areas endangers the health and sustainability of the community over the long run.
- Mitigation is required for the loss of the agricultural land.

The following issue regarding agricultural resources was raised by Jan Westfall at the public scoping meeting, regarding agriculture or forestry resources or issues:

- Asked about City's feelings on getting rid of agriculture.
- Wants to know why the City is not looking at farm to table.

Response: According to the GPEIR (p. 5.2-5), there were 1,572 acres of agricultural uses in Menifee in 2010, including 101 acres of dairies. The largest concentration of agricultural uses in the City is in the northeastern part of the City abutting the south side of the community of Romoland.

There are 162 acres of Prime Farmland in the City; 218 acres of Farmland of Statewide Importance; 142 acres of Unique Farmland; 8,327 acres of Farmland of Local Importance; and 1,181 acres of Grazing Land.

As discussed in the analysis below, the loss of the agricultural resources as a result of implementation of the Project is not "unmitigated." In addition, Alternatives to the Project are discussed in Subchapter 5. This Subchapter also contains a discussion of the environmentally superior alternative to the Project.

According to the "Map My County," the Project site has the following four (4) designations:

- *Farmland of Local Importance;*
- *Prime Farmland;*
- *Farmland of Statewide Importance; and*
- *Urban-Built Up Land.*

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.

According to the GPEIR (p. 5.2-13):

> *"The City is focusing on developing land in an economically productive way that would 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. Considering the small size of the areas mapped as farmland and the economic and regulatory constraints on agriculture in western Riverside County discussed above, along with the currently approved Specific Plans and individual projects, some of these properties would not be available for agricultural use, and it is unlikely that any of these areas would remain in agricultural production even without adoption of the Menifee General Plan."*

This conclusion would apply to the Project.

The Project will not preclude any farm to table activities within the City.

The Project will result in a less than significant impact to agricultural resources. This is detailed below.

Therefore, the above issues, in addition to the issues identified in the IS/NOP and at the scoping meeting (summarized above), are the focus of the following evaluation of agriculture resources.

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

4.3.2 Environmental Setting

Historically, a commercial dairy was located on the Project site. Operation of the dairy ceased in 2014 and the buildings and infrastructure associated with the dairy have since started to be removed. Four homes associated with the dairy are situated at the northern end of the site, along Old Newport Road.

The Project site has a current General Plan Land Use designation of Agriculture (AG), and the Project is proposing a General Plan Land Use designation of Specific Plan (SP).

The current zoning classification on the Project site is Heavy Agriculture (A-2-10), which would allow heavy agricultural uses, including, but not limited to, nurseries, crops, grazing, processing and packaging, dairy farms, farms, menageries, etc. The Project is proposing a zoning

classification of Specific Plan (SP).

4.3.2.1 Climate/Meteorology

Local climatic conditions in the Project area are characterized by warm summers, mild winters, and infrequent rainfall. The average annual precipitation is about 11 inches, falling primarily from November to April (Western Regional Climate Center 2016). Winter low temperatures in the Project area average about 37 degrees Fahrenheit (°F), and summer high temperatures average approximately 96°F.

The dominant meteorological feature affecting the region is the Pacific High Pressure Zone, which produces the prevailing westerly to northwesterly winds. These winds tend to blow pollutants away from the coast toward the inland areas. Consequently, air quality near the coast is generally better than that which occurs at the base of the coastal mountain range.

The prevailing westerly wind pattern is sometimes interrupted by regional "Santa Ana" conditions. A Santa Ana occurs when a strong high pressure develops over the Nevada–Utah area and overcomes the prevailing westerly coastal winds, sending strong, steady, hot, dry northeasterly winds over the mountains and out to sea.

4.3.2.2 Current Adjacent Land Uses

The Project site is bounded by Old Newport Road and Tierra Shores residential development to the north; Wilderness Lakes RV Resort to the south; Briggs Road, Ramona Egg Ranch and agricultural land to the east; and The Lakes residential development to the west. **Figure 2-1, *Regional Location Map***, **Figure 2-2, *Vicinity Map***, **and Figure 2-3, *Aerial Photo***, provide the site location at various map scales and an aerial photograph showing the local adjacent development patterns.

Surrounding land uses include the following:

- North of the site consists of single-family residential;
- East of the site is within the County of Riverside jurisdiction and include the Ramona Egg Ranch and agricultural fields;
- South of the Project site is Wilderness Lakes RV Resort; and
- West of the site is single-family residential.

The General Plan Land Use designation for the site is AG. The General Plan EIR did not contemplate a project of this nature on this site. The Project site is surrounded to the south, north and west by similar style development in terms of scale and intensity. **Table 4.3-1, *Surrounding Land Uses***, below, lists the different uses that are located immediately adjacent to the Project site.

Table 4.3-1
Surrounding Land Uses

Direction	General Plan Designation	Zoning District	Existing Land Use
Project Site	• Existing: Agriculture (AG) • Proposed: Specific Plan (SP)	• Existing: Heavy Agriculture (A-2-10) • Proposed: Specific Plan (SP)	Prior agricultural uses
North	• Residential (2.1-5R); and • Water (OS-W)	• Planned Residential (R-4)	Single-family residential
South	• Recreation (OS-R)	• Rural Residential (R-R)	Wilderness Lakes RV Resort
East*	• Agriculture (AG); and • Estate Density Residential (EDR)	• Light Agriculture (A-P); and • Heavy Agriculture (A-2)	Ramona Egg Ranch and agricultural fields
West	Menifee East Specific Plan	• Specific Plan (SP)	Single-family residential

Sources: City of Menifee Zoning Map and Google Maps.
* Properties to the east are within County of Riverside jurisdiction.

More specifically, the Project site is bordered on the north by single-family homes, on the south by a recreational vehicle campground/park, on the west by a partially developed tract of single-family homes, Agricultural uses exist to the east of the Project site.

4.3.2.3 Regulatory Setting

4.3.2.3.a Federal

Farmland Protection Policy Act

The Natural Resources Conservation Service (NRCS), a federal agency within the United States Department of Agriculture, is the agency primarily responsible for implementation of the Farmland Protection Policy Act (FPPA). The purpose of the FPPA is to minimize federal programs' contribution to the conversion of farmland to non-agricultural uses by ensuring that federal programs are administered in a manner that is compatible with state, local, and private programs designed to protect farmland. The NRCS provides technical assistance to federal agencies, state and local governments, tribes, or nonprofit organizations that desire to develop farmland protection programs and policies.

The NRCS summarizes FPPA implementation in an annual report to Congress. The FPPA also established the Farmland Protection Program and Land Evaluation and Site Assessment.

Farmland Protection Program

The NRCS administers the Farmland Protection Program, a voluntary program aimed at keeping productive farmland in agricultural uses. Under the program, the NRCS provides matching funds to state, local, or tribal government entities and nonprofit organizations with existing farmland protection programs to purchase conservation easements. The goal of the program is to protect between 170,000 and 340,000 acres of farmland per year (USDA-NRCS 2007). Participating landowners agree not to convert the land to non-agricultural use and retain all rights to use the property for agriculture. A minimum of 30 years is required for conservation easements and priority is given to applications with perpetual easements. The NRCS provides up to 50 percent of the fair market value of the easement being conserved (USDA-NRCS 2007).

To qualify for a conservation easement, farmland must meet several criteria. The land must be:

- Prime, unique, or other productive soil, as defined by the NRCS based on factors such as water moisture regimes, available water capacity, developed irrigation water supply, soil temperature range, acid-alkali balance, water table, soil sodium content, potential for flooding, erodibility, permeability rate, rock fragment content, and soil-rooting depth;
- Included in a pending offer to be managed by a nonprofit organization, state, tribal, or local farmland protection program;
- Privately owned;
- Placed under a conservation plan;
- Large enough to sustain agricultural production;
- Accessible to markets for the crop that the land produces; and
- Surrounded by parcels of land that can support long-term agricultural production.

4.3.2.3.b State

California Department of Conservation

The Department of Conservation administers and supports a number of programs, including the Williamson Act, the California Farmland Conservancy Program, the Williamson Act Easement Exchange Program, and the Farmland Mapping and Monitoring Program. These programs are designed to preserve agricultural land and provide data on conversion of agricultural land to urban use. The Department of Conservation is responsible for approving Williamson Act Easement Exchange Program agreements.

Important Farmland Inventory System and Farmland Mapping and Monitoring Program

The Important Farmland Inventory System initiated in 1975 by the U.S. Soil Conservation Service (now NRCS) classifies land based on 10 soil and climatic characteristics. The Department of Conservation started a similar system of mapping and monitoring for California in 1980, known as the Farmland Mapping and Monitoring Program (FMMP).

Under the California Environmental Quality Act (CEQA), the lead agency is required to evaluate agricultural resources in environmental assessments at least in part based on the FMMP. The state's system was designed to document how much agricultural land in California was being converted to non-agricultural land or transferred into Williamson Act contracts.

According to "Map My County," the Project site has the following four (4) designations (pursuant to the FMMP):

- Farmland of Local Importance;
- Prime Farmland;
- Farmland of Statewide Importance; and
- Urban-Built Up Land.

California Land Evaluation and Site Assessment (LESA) Model

The California LESA model was developed in 1997 and was designed based on the Federal LESA system and can be used to rank the relative importance of farmland and the potential significance of its conversion on a site-by-site basis. The California LESA model considers the following factors: land capability, Storie index soil rating system, water availability (drought and non-drought conditions), land uses within one-quarter mile, and "protected resource lands" (e.g., Williamson Act lands) surrounding the property. A score can be derived and used to determine if the conversion of a property would be significant under CEQA. The LESA model provides a broad range of scores and other factors that can be considered in determining impact significance.

The *LESA* Model is composed of six different factors. Two (2) Land Evaluation factors are based upon ratings of soil resource quality. Four (4) Site Assessment factors provide measures of a given site's size, water resource availability, surrounding agricultural lands, and surrounding protected resource lands. For a given project, each of these factors is separately rated on a 100-point scale. The factors are then weighted relative to one another and combined, resulting in a single numeric score for a given project, with a maximum attainable score of 100 points. It is this project score that becomes the basis for making a determination of a project's potential significance, based upon a range of established scoring thresholds.

A single *LESA* score is generated for a given project after all of the individual *LESA* factors have been scored and weighted. Just as with the scoring of individual factors that comprise the *LESA* Model, final project scoring is based on a scale of 100 points, with a given project being capable of deriving a maximum of 50 points from the Land Evaluation factors and 50 points from the Site Assessment factors.

Williamson Act

The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, is a non-mandated state program administered by counties and cities to preserve agricultural land and discourage the premature conversion of agricultural land to urban uses. The Williamson Act authorizes local governments and property owners to (voluntarily) enter into contracts to commit agricultural land to specified uses for 10 or more years. Once restricted, the land is valued for taxation based on its agricultural income rather than unrestricted market value, resulting in a lower tax rate for owners. In return, the owners guarantee that these properties remain under agricultural production for an initial 10-year period. The contract is renewed automatically unless the owner files a notice of nonrenewal, thereby maintaining a constant 10-year contract.

Currently, approximately 70 percent of the state's prime agricultural land is protected under this act. Participation is on a voluntary basis by both landowners and local governments and is implemented through the establishment of agricultural preserves and the execution of Williamson Act contracts.

Termination of a Williamson Act contract through the nonrenewal process is the preferred method to remove the enforceable restriction of the contract. Cancellation is not appropriate when objectives served by cancellation could be served by nonrenewal. Cancellation is reserved for unusual, "emergency" situations. In order to approve tentative cancellation, a board or council must make specific findings based on substantial evidence that a cancellation is consistent with the purposes of the act or in the public interest. Contracts can specify that both findings must be made in order to approve tentative cancellation.

No Williamson Act contracts are active for the Project site.

Assembly Bill 2881 – Right-to-Farm Disclosure

Assembly Bill (AB) 2881 was passed by the State Legislature in 2008 and became effective January 1, 2009. This bill requires that as a part of real estate transactions, land sellers and agents must disclose whether the property is located within 1 mile of farmland as designated on the most recent Important Farmland Map. Any of the five agricultural categories—Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Grazing Land—on the map qualifies for disclosure purposes.

4.3.2.3.c City of Menifee

City of Menifee Right-to-Farm Ordinance

Ordinance No. 625 "An Ordinance of the County of Riverside Providing a Nuisance Defense for Certain Agricultural Activities, Operations, and Facilities and Providing the Public Notification Thereof," is called the "Right-to-Farm Ordinance." This Ordinance was adopted by the City of Menifee. It conserves, protects, and encourages the development, improvement, and continued viability of agricultural land and industries for the long-term production of food and other agricultural products, and for the economic well-being of the county's residents. The Right-to-Farm Ordinance also attempts to balance the rights of farmers to produce food and other agricultural products with the rights of nonfarmers who own, occupy, or use land within or adjacent to agricultural areas. It is the intent of this ordinance to reduce the loss to the county of its agricultural resources by limiting the circumstances under which agricultural operations may be deemed to constitute a nuisance. Prospective buyers of property adjacent to agricultural land shall be notified through the title report that they could be subject to inconvenience or discomfort resulting from accepted farming activities as per provisions of the City's Right-to-Farm ordinance.

4.3.2.3.d City General Plan Goals and Policies

- **Goal OSC-6:** High value agricultural lands available for long-term agricultural production in limited areas of the City.

- **Policy OSC-6.1:** Protect both existing farms and sensitive uses around them as agricultural acres transition to more developed land uses.

4.3.3 Thresholds of Significance

As discussed in Subsection 4.3.1, above, the Project impacts to three (3) criteria pertaining to agriculture resources will be analyzed. According to Appendix G of the CEQA Guidelines, and the IS, the Project would have a significant impact if it would:

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract.
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.

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. The potential agriculture resources changes in the environment are addressed in response to the above thresholds in the following analysis.

The *LESA* Model is designed to make determinations of the potential significance of a project's conversion of agricultural lands during the Initial Study phase of the CEQA review process. Scoring thresholds are based upon the total *LESA* score, as well as the component LE and SA "sub-scores." In this manner the scoring thresholds are dependent upon the attainment of a minimum score for the LE and SA sub-scores so that a single threshold is not the result of heavily skewed sub-scores (i.e., a site with a very high LE score, but a very low SA score, or vice versa). **Table 4.3-2, *LESA Scoring Thresholds***, presents the *LESA* scoring thresholds.

Table 4.3-2
LESA Scoring Thresholds

Total LESA Score	Scoring Decision
0 to 39 Points	Not considered significant
40 to 59 Points	Considered significant only if LE and SA sub-scores are each greater than or equal to 20 points
60 to 79 Points	Considered significant unless either LE or SA sub-scores is less than 20 points
80 to 100 Points	Considered significant

Source: *LESA* (**Appendix B**)

4.3.4 Project Impacts

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

Less Than Significant Impact

Overview

Historically, a commercial dairy was located on the Project site. The dairy was in operation beginning between approximately 1980 and 1985 (according to historical aerial photograph review) to 2014, when operation of the dairy ceased in 2014 and the buildings and infrastructure associated with the dairy have since started to be removed. Four homes associated with the dairy are situated at the northern end of the site, along Old Newport Road.

The Project site has a current General Plan Land Use designation of Agriculture (AG), and the Project is proposing a General Plan Land Use designation of Specific Plan (SP). The proposed General Plan Amendment and Change of Zone were not anticipated or analyzed in the GPEIR.

The current zoning classification on the Project site is Heavy Agriculture (A-2-10), which would allow heavy agricultural uses, including, but not limited to, nurseries, crops, grazing, processing and packaging, dairy farms, farms, menageries, etc. The Project is proposing a zoning classification and General Plan Land Use designation of Specific Plan (SP).

According to “Map My County,” the Project site has the following four (4) designations:

- Farmland of Local Importance;
- Prime Farmland;
- Farmland of Statewide Importance; and
- Urban-Built Up Land.

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.

The *City of Menifee Agricultural Land Evaluation and Site Analysis (LESA),* dated February 2018 was prepared by Tom Dodson & Associates (*LESA*) to provide the City, as the lead agency, with a methodology to ensure that significant effects on the environment of agricultural land conversions are quantitatively and consistently considered in the environmental review process. Much of the information provided below is abstracted directly from the *LESA* with minor edits.

Existing Soils

The following soils are identified in the United States Department of Agriculture (USDA) Natural Resources Conservation Service Web Soil Survey National Cooperative Soil Survey (Soil Survey) as occurring on the Project site:

- Domino fine sandy loam, saline-alkali (Dt)
- Domino silt loam, saline-alkali (Dv)
- Exeter sandy loam, 0 to 2 percent slopes (EnA)
- Exeter sandy loam, slightly saline-alkali, 0 to 5 percent slopes (EoB)
- Exeter sandy loam, deep, 0 to 2 percent slopes (EpA)
- Exeter very fine sandy loam, 0 to 5 percent slopes (EwB)
- Exeter very fine sandy loam, deep, 0 to 5 percent slopes (EyB)
- Waukena loam, saline-alkali (Wd)

The detailed characteristics for each of the above soils are provided in Attachment 1 of the *LESA*. The distribution of these soils on the Project site is presented on **Figure 4.3-1**, ***Soils Map***, which contains a reproduction of the pertinent page in the Soil Survey.

Storie Index Rating

The Storie Index Rating (see **Table 4.3-3, *Land Capability Classification and Storie Index Scores***), provides a numeric rating based on a 100 point scale of the relative degree of suitability or value of a given soil for intensive agriculture. This rating is based upon soil characteristics only. The Storie index rating is based on soil characteristics and is obtained by evaluating soil surface and subsurface chemical and physical properties, as well as landscape surface features. Not considered in the rating are availability of water for irrigation, local climate, size and accessibility of mapped areas, distance to markets and other factors that might determine the desirability of growing certain plants in a given locality. Therefore, the index should not be used as the only indicator of land value. Where the local economic and geographic factors are known to the user, however, the Storie index may provide additional objective information for land tract value comparisons.

Four general factors are used in determining the Storie index rating:

- Permeability, available water capacity, and the depth of the soil;
- Texture of the surface soil;
- Dominant slope of the soil body; and
- Other conditions more readily subject to management or modification by the land user. In this area these conditions include drainage and flooding, salinity and alkalinity, fertility, acidity, erosion, and microrelief. For some soils, more than one of these conditions is used in determining the rating.

Land Compatibility Classification

Land Capability Classification (LCC) includes eight classes of land designated by Roman numerals I through VIII. The first four classes are arable land–suitable for cropland–in which the limitations on their use and necessity of conservation measures and careful management increase from I through IV. The criteria for placing a given area in a particular class involve the landscape location, slope of the site, depth, texture, and the reaction of the soil. The above referenced soils have either a III or IV LCC, as shown on **Table 4.3-3**.

The remaining four classes, V through VIII, are not to be used for cropland, but may have uses for pasture, range, woodland, grazing, wildlife, recreation, and esthetic purposes.

Within the broad classes are subclasses, which signify special limitations such as (e) erosion, (w) excess wetness, (s) problems in the rooting zone, and (c) climatic limitations. Within the subclasses are the capability units, which give some prediction of expected agricultural yields and indicate treatment needs. The capability units are groupings of soils that have common responses to pasture and crop plants under similar systems of farming. As shown in **Table 4.3-3**, below, no LCC V through VIII are present on the Project site.

The following LCC scores and Storie Index Scores were assumed for each specific soil type (identified in **Table 4.3-3**).

The Land Capability Classification Score total is 54.8, is the number value used in box <1> of the Factor Scores on the Final *LESA* Score Sheet. The Storie Index Score Total, 34.628, is the number value used in box <2> of the Factor Scores on the Final *LESA* Score Sheet. The sum of these numbers, 89.428, is the Land Evaluation (LE) subtotal. Once multiplied by the Weight Factors, the total Weighted Factor Score can be obtained for the Land Evaluation (LE) portion of the *LESA* worksheet.

Table 4.3-3
Land Capability Classification and Storie Index Scores

Soil Type	Project Acres	Proportion of Project Area (%)	LCC	LCC Rating[1]	LCC Score[2]	Storie Index[3]	Storie Index Score[4]
Dt	8.9	11.4	IIIs	60	6.84	17	1.938
Dv	6.3	8.0	IIIs	60	4.8	17	1.36
EnA	19.8	25.4	IIIs	60	15.24	34	8.636
EoB	11.1	14.3	IIIs	60	8.58	26	3.718
EpA	7.4	9.5	IIIe	70	6.65	34	3.2
EwB	0.2	0.3	IIIe	70	.21	34	0.102
EyB	0.6	0.8	IVe	50	.4	34	0.272
Wd	23.6	30.2	IVs	40	12.08	51	15.402
TOTAL		**100% 78 acres**		**LCC TOTAL SCORE**	**54.8**	**STORIE INDEX TOTAL**	**34.628**

[1] LCC Ratings listed on page A-1 of the LESA Manual (http://www.conservation.ca.gov/dlrp/lesa/Documents/lesamodl.pdf).
[2] LCC scores are obtained by multiplying the LCC rating by the Proportion of Project Area.
[3] As defined by the United States Department Of Agricultural Western Riverside Area Soil Survey.
[4] Storie Index Scores are obtained by multiplying the Storie Index by the Proportion of Project Area.
Source: *LESA* (**Appendix B**)

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Figure 4.3-1
Soils Map

Soil Types on the Project Site

Domino fine sandy loam, saline-alkali (Dt)
Domino silt loam, saline-alkali (Dv)
Exeter sandy loam, 0 to 2 percent slopes (EnA)
Exeter sandy loam, slightly saline-alkali, 0 to 5 percent slopes (EoB)
Exeter sandy loam, deep, 0 to 2 percent slopes (EpA)
Exeter very fine sandy loam, 0 to 5 percent slopes (EwB)
Exeter very fine sandy loam, deep, 0 to 5 percent slopes (EyB)
Waukena loam, saline-alkali (Wd)

Source: LESA Report (**Appendix B**)

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Groundwater/Water Resource Availability Score

Water was not encountered on-site in exploratory excavations to a maximum depth of 51.5 feet below existing grade. Depth to groundwater is currently roughly 100 feet below ground surface in the general site area. Data obtained from the California Department of Water Resources for two wells located in the southern portion of the site indicate groundwater greater than 90 feet below ground surface.

It is possible that seasonal variations (temperature, rainfall, etc.) will cause fluctuations in the groundwater level.

Per the *LESA*, the Water Resource Availability Score is based on the types of irrigation or availability of water for irrigation present on the Project site, including a determination of whether there is dryland agriculture activity as well. Based on the Water Resource Availability Scoring, the project site is classified as Option 11. Option 11 is defined as land where in non-drought years irrigated production is feasible; however, physical and economic restrictions exist.

LESA Worksheet (Site Assessment Portion)

The following Project site scores were assumed for the Project (see **Table 4.3-4, *Project Size Scores***).

Table 4.3-4
Project Size Scores

Soil Type		LCC Class I-II	LCC Class III	LCC Class IV-VIII
Dt	Acres:		8.9	
Dv	Acres:		6.3	
EnA	Acres:		19.8	
EoB	Acres:		11.1	
EpA	Acres:		7.4	
EwB	Acres:		.2	
EyB	Acres:			.6
Wd	Acres:			23.6
	Total Acres	0	53.7	24.2
	Project Size Scores	**0**	**60**	**0**

Highest Project Size Score = 100
(Project Size Scoring Table found on page A-3 of LESA Manual
http://www.conservation.ca.gov/dlrp/lesa/Documents/lesamodl.pdf)
Source: *LESA* (**Appendix B**)

The highest Project Size Score, 60, is the number value used in box <3> of the Factor Scores on the Final *LESA* Score Sheet. The Project Size Score is determined by the acreage of each specific soil type being assigned a number value.

As stated prior, the Project site is classified as Option 11. Option 11 is defined as land where in non-drought years irrigated production is feasible; however, physical and economic restrictions exist. In drought years, irrigated production is not feasible. This is because the well that supplies water on site contains high levels of Total Dissolved Solids (TDS) over 2,000 parts per million (ppm), which is considered severe and will restrict crop growth. The well water would need to be filtered or supplemented with potable City water and then blended. Both options are

cost prohibitive for agricultural production. The final Water Resource Score for the Project site is 30. This was obtained by multiplying the Proportion of Project Area by the Water Availability Score. See **Table 4.3-5, *Water Resource Score***. The "Weighted Water Resource Availably Score" is shown in **Table 4.3-7, *Final LESA Score Sheet***.

Table 4.3-5
Water Resource Score

Water Source	Proportion of Project Area	Water Availability Score	Weighted Availability Score
Option 11	100%	30	30
		Total Water Resource Score	**30**

Source: *LESA* (**Appendix B**)

The Surrounding Agricultural Land Use Score is determined by the amount of surrounding land that is either being used for agriculture or is protected resource land. The LESA Manual specifies that a one-quarter mile area around each complete parcel must be used to identify the Project's "Zone of Influence." Thus, a quarter mile area around the perimeter of the Project was surveyed, and finally all parcels within this one-quarter mile area were included and outlined to form the Project site's Zone of Influence and to calculate the percentage of the Project site's surrounding area that is used for agriculture and/or is classified as a Protected Resource Land.

Once the surrounding land (or Zone of Influence) has been documented, the total acres of the surrounding land or "Zone of Influence" must be calculated (see **Table 4.3-6, *Zone of Influence*** and **Figure 4.3-2, *Zone of Influence Map***). Then, from the total acres of the surrounding land (**Figure 4.3-3, *Agricultural Land Within Zone of Influence***), the amount of acres in agriculture, which were gathered from assessing information on **Figure 4.3-4, *California Important Farmland Finder Project Area Map*** and the amount of acres in protected resource land, which was gathered from using **Figure 4.3-5, *Williamson Contract Land Map***, and **Figure 4.3-6, *City of Menifee General Plan Land Use Ma*p**, must be calculated.

The total scores (Protected Resource Land Score, 0, Surrounding Agriculture Land Score, 30, and the Surrounding Protected Resource Land Score 0) on the Final *LESA* Score Sheet, box <5>, will represent the score of the Zone of Influence Resource Land Score and box with a value of 0 <6> will represent the total Zone of Influence Protected Resource Score and have a value of 0. This gives the Project a total Zone of Influence Score of 30.

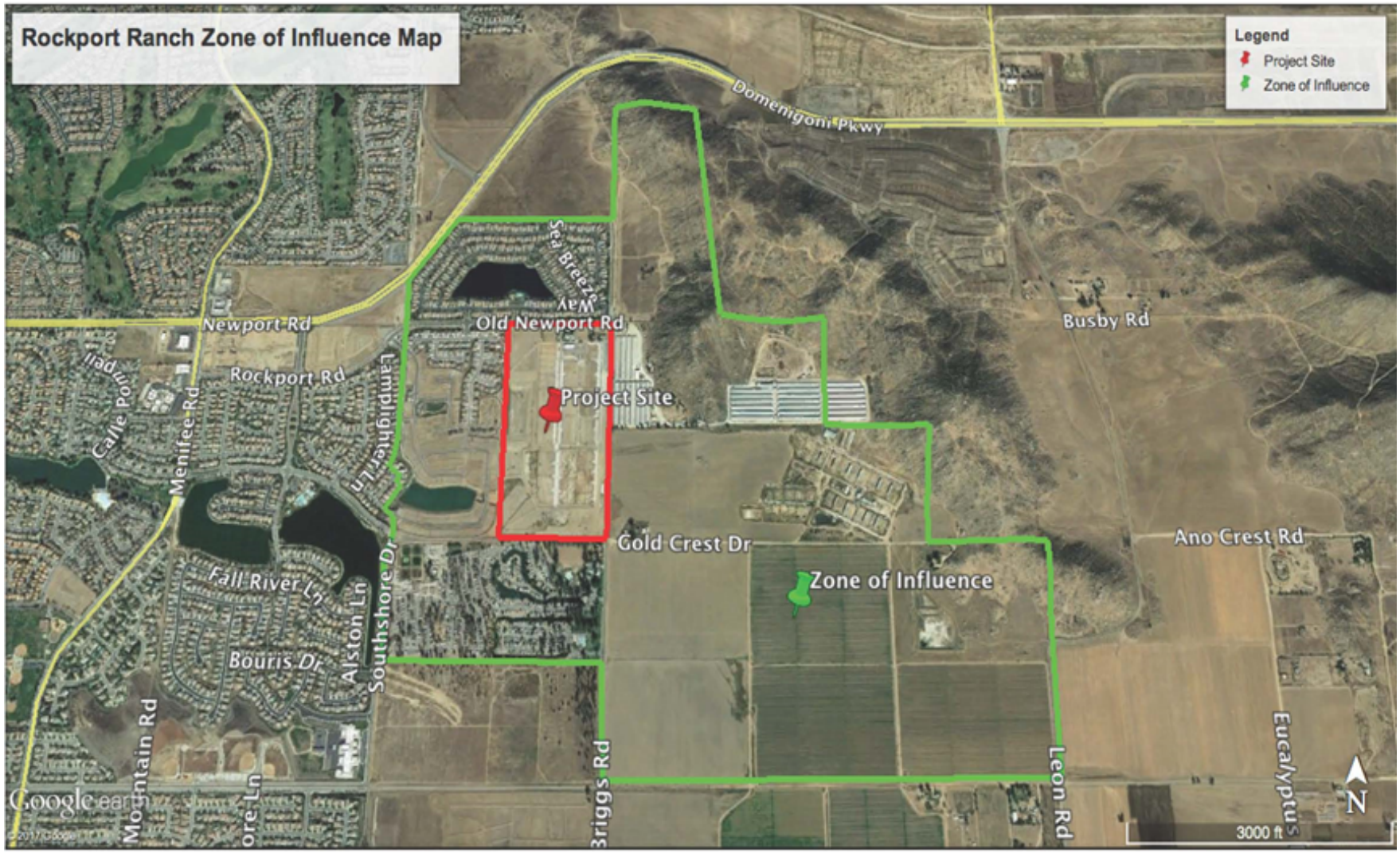
Table 4.3-6
Zone of Influence

Total Acres	905
Acres in Agriculture[1, 2]	492.9
Acres of Protected Resource Land	0
Percent of Agriculture	54.4
Percent Protected Resource Land	0
Surrounding Agricultural Land Score	30
Surrounding Protected Resource Land Score	0
TOTAL Zone of Influence Score	**30**

(Surrounding Land Scoring Tables on page A-7, 9, of the LESA Manual http://www.conservation.ca.gov/dlrp/lesa/Documents/lesamodl.pdf)
[1]http://www.arcgis.com/home/webmap/viewer.html?url=https%3A%2F%2Fspatialservices.conservation.ca.gov%2Farcgis%2Frest%2Fservices%2FDLRP%2FCaliforniaImportantFarmland_mostrecent%2FFeatureServer&source=sd (Figure 4),
[2]https://maps.conservation.ca.gov/dlrp/ciftimeseries/

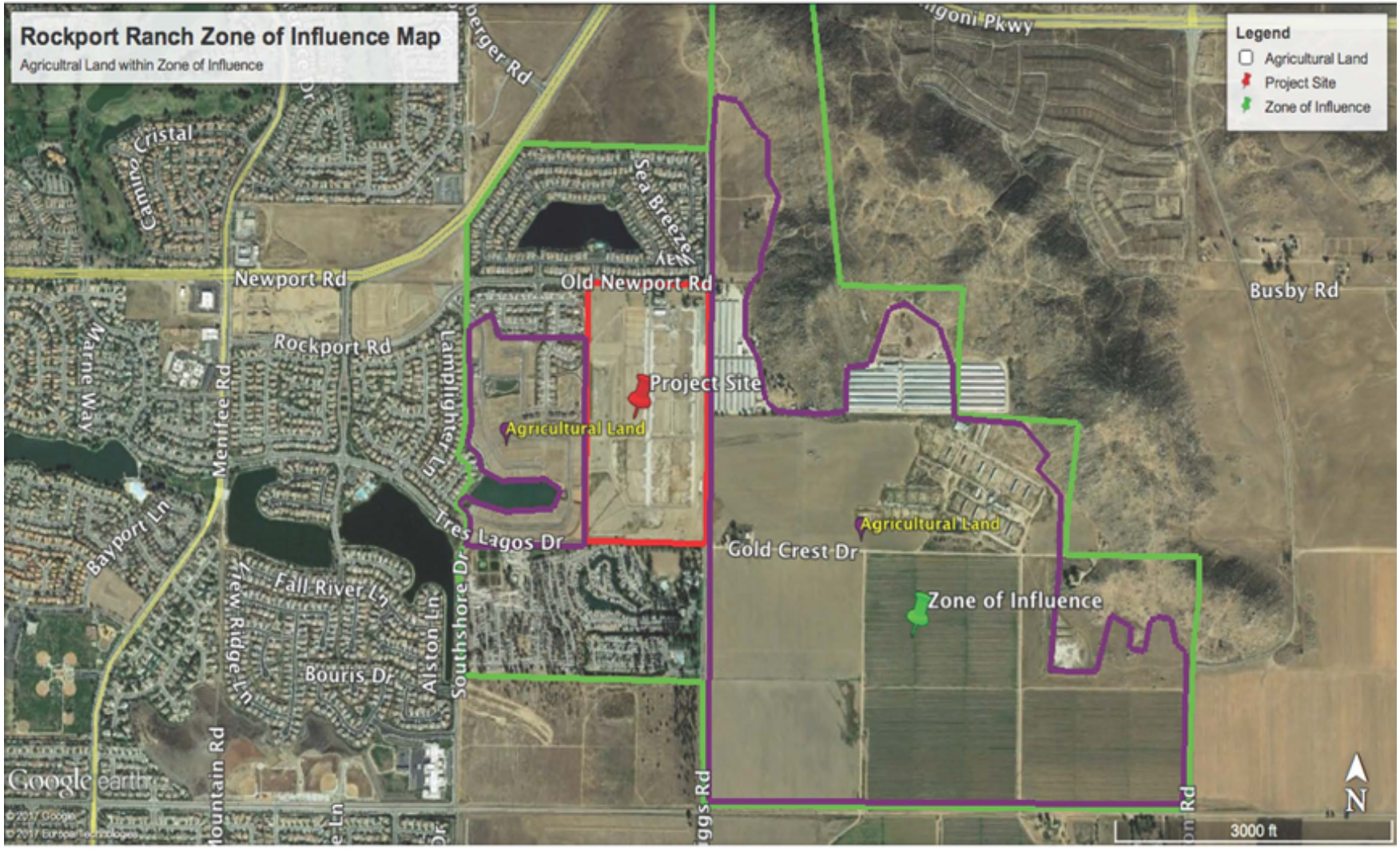
Source: *LESA* (**Appendix B**)

Figure 4.3-2
Zone of Influence Map



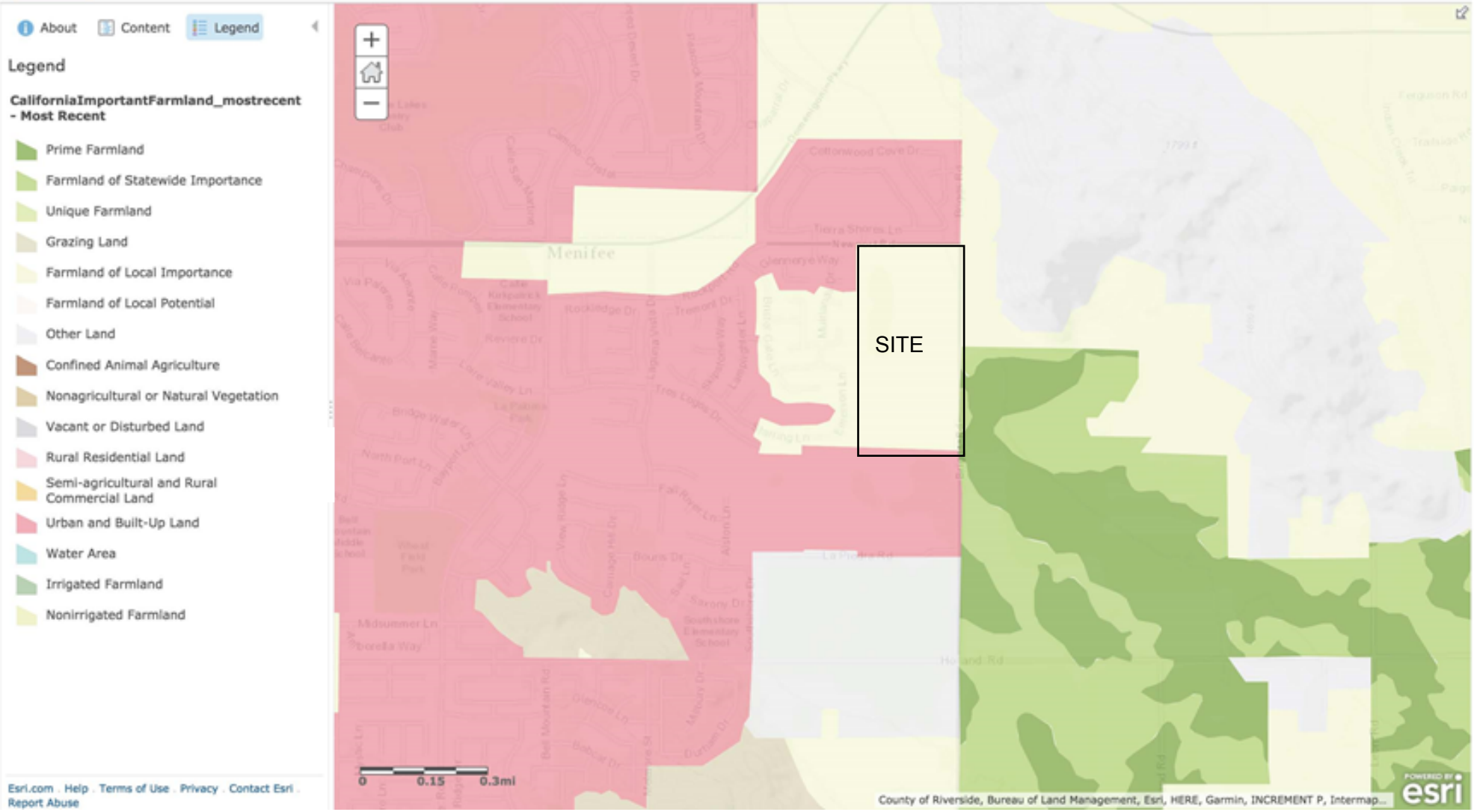
Source: LESA Report (**Appendix B**)

Figure 4.3-3
Agricultural Land Within Zone of Influence



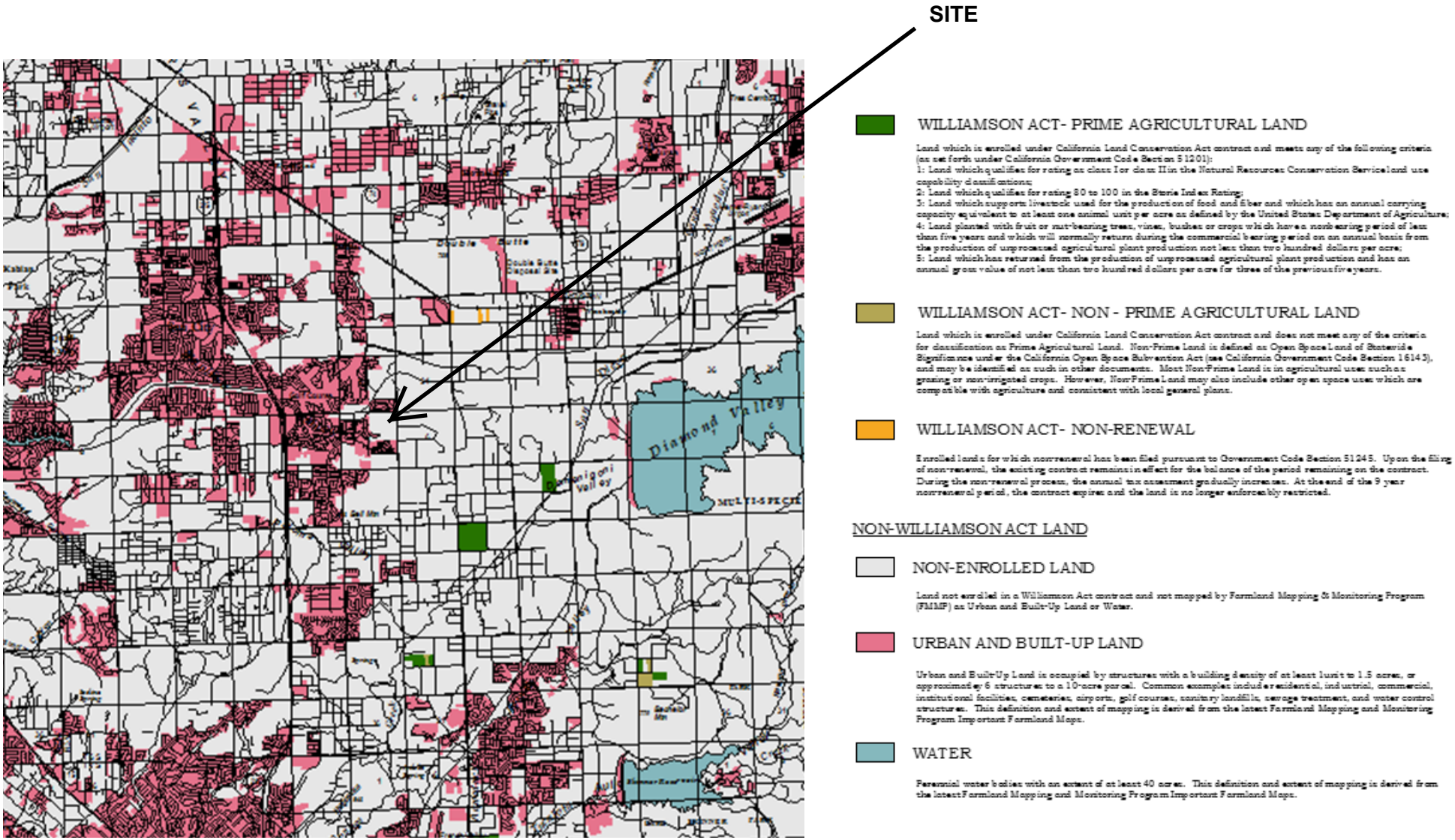
Source: LESA Report (**Appendix B**)

Figure 4.3-4
California Important Farmland Finder Project Area Map



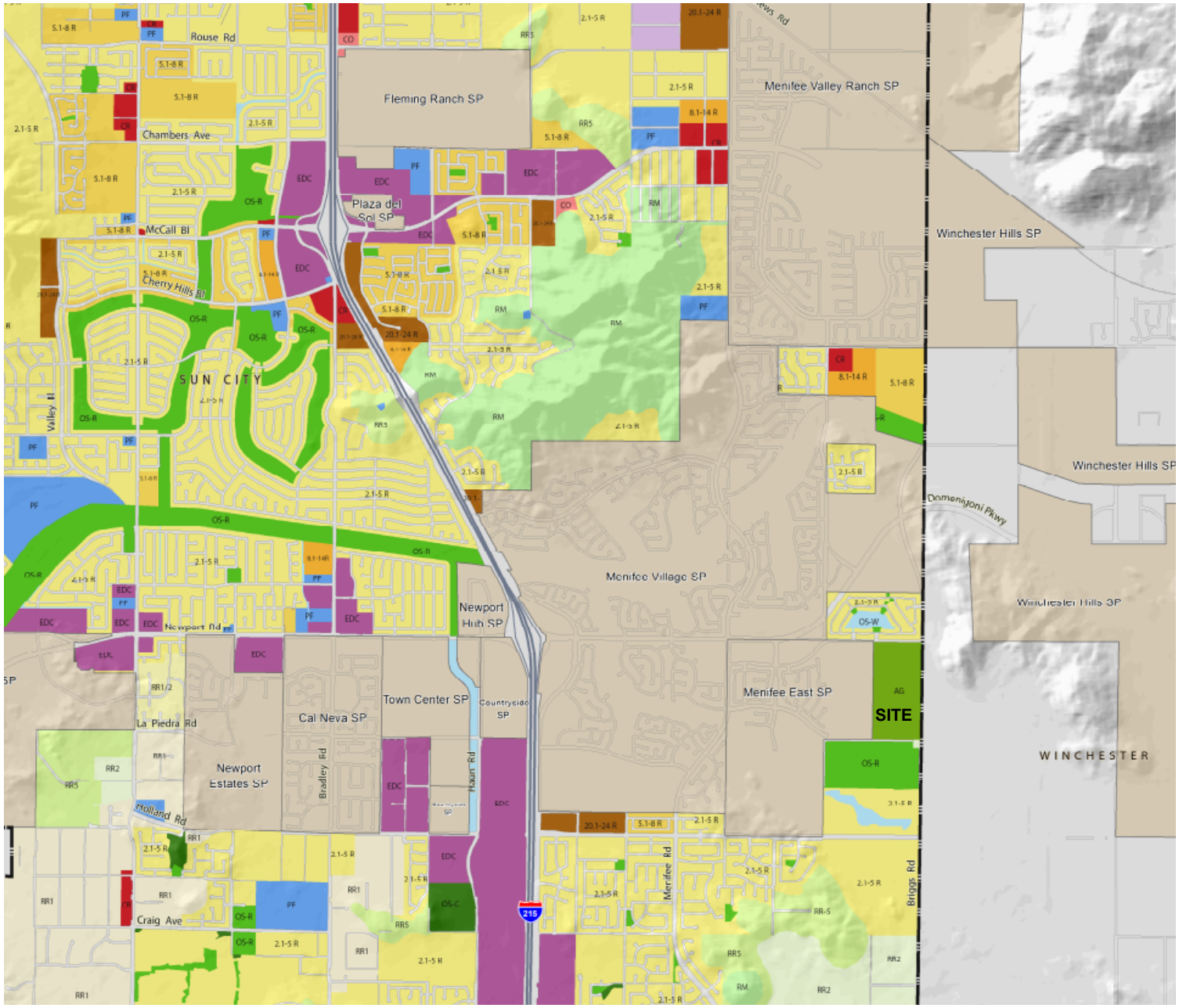
Source: LESA Report (**Appendix B**)

Figure 4.3-5
Williamson Contract Land Map



Source: LESA Report (**Appendix B**)

Figure 4.3-6
City of Menifee General Plan Land Use Map



Source: City of Menifee https://www.cityofmenifee.us/DocumentCenter/View/1013

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Table 4.3-7
Final LESA Score Sheet

	Factor Scores	Factor Weight	Weighted Factor Scores
LE Factors			
Land Capability Classification	<1> 54.8	0.25	13.7
Storie Index	<2> 34.628	0.25	8.657
LE Subtotal	-	-	22.357
SA Factors			
Project Size	<3> 60	0.15	9
Water Resource Availability	<4> 30	0.15	4.5
Surrounding Agricultural	<5> 30	0.15	4.5
Protected Resource Land	<6> 0	0.05	0
SA Subtotal	-	-	18.0
FINAL LESA Score			**40.357**

Source: *LESA* (**Appendix B**)

The total Site Assessment (SA) factor score for this Project site is 120. The weighted subtotal for the Site Assessment portion of the *LESA* worksheet is 18.0. The total Land Evaluation (LE) factor score is 89.428 and the weighted subtotal of the Land Evaluation is 22.357. The total weighted score is 40.357, which is not considered to be a significant impact, because the Land Evaluation Score and the Site Assessment scores are not both greater than 20.

Presented in **Table 4.3-7, *Final LESA Score Sheet***, is the Final *LESA* Score Sheet, which provides the factor scores and the factor weights, as well as the weighted factor scores. When combined, the score for this Project is 40.357. Under the LESA threshold guidelines, 40.357 is not considered to be a significant impact from loss of agricultural resources, because the sub-scores for the Land Evaluation and the Site Assessment weighted factor ratings are not both individually greater than 20.

In addition, as stated above, according to the GPEIR (p. 5.2-13):

> "The City is focusing on developing land in an economically productive way that would 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. Considering the small size of the areas mapped as farmland and the economic and regulatory constraints on agriculture in western Riverside County discussed above, along with the currently approved Specific Plans and individual projects, some of these properties would not be available for agricultural use, and it is unlikely that any of these areas would remain in agricultural production even without adoption of the Menifee General Plan."

Briggs Road represents an easterly "urban growth limit" to the City. The Project will be a continuation of the development pattern to the north and to the west and would represent a logical stopping point for suburban style development within the City.

The height, colors, materials, and development fabric are consistent with the surrounding development to the north, west, and, somewhat, to the south. The Project will be in contrast to the rural agricultural uses to the east in terms of the development fabric. When placed in the context of the development to the north, west, and south, and utilizing Briggs Road as an "urban growth limit" of the City, the Project is appropriate in its location. The *Rockport Ranch Specific Plan* provides for development standards and design guidelines that represent the most recent desires of the City for development of this nature.

Lastly, due to the suburban pattern of development existing and planned in the Project vicinity, the current high value of the land and quality of the water supply available from the wells on site makes this site unsuitable for continuing agricultural use.

Based on the analysis above, any impacts from the Project that would 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 a non-agricultural use are considered less than significant.

THRESHOLD b: Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?

Less Than Significant Impact

Historically, a commercial dairy was located on the Project site. Operation of the dairy ceased in 2014 and the buildings and infrastructure associated with the dairy have since started to be removed. Four homes associated with the dairy are situated at the northern end of the site, along Old Newport Road.

The Project site has a current General Plan Land Use designation of Agriculture (AG), and the Project is proposing a General Plan Land Use designation of Specific Plan (SP). The current zoning classification on the Project site is Heavy Agriculture (A-2-10), which would allow heavy agricultural uses, including, but not limited to, nurseries, crops, grazing, processing and

packaging, dairy farms, farms, menageries, etc. The Project is proposing a zoning classification of Specific Plan (SP). The proposed General Plan Amendment and Change of Zone were not anticipated or analyzed in the *GPEIR*.

As stated above, the City is focusing on developing land in an economically productive way that would 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.

In addition, due to the suburban pattern of development existing and planned in the Project vicinity, the current high value of the land, and quality of the water supply available from the wells on site, this site is unsuitable for continuing agricultural use. Any impacts are considered less than significant.

No Williamson Act contracts are active for the Project site. Therefore, the Project will not conflict with a Williamson Act contract.

THRESHOLD e: Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

Less Than Significant Impact

The Project will convert both the General Plan Land Use designation and zoning classification from agricultural to non-agricultural uses. Suburban, residential development on this site has the potential to create conflicts with the existing, adjacent agricultural uses, particularly the Ramona Egg Ranch located to the east of the Project site, across Briggs Road. There may be pressure to convert this adjacent, existing agricultural use to a non-agricultural use primarily due to the odors emanating from the Ramona Egg Ranch. The Project is subject to Assembly Bill 2881 – Right-to-Farm Disclosure, as discussed above. Mitigation can be achieved by providing disclosure to future residents that the property is located within 1 mile of farmland as designated on the most-recent Important Farmland Map. In addition, the Project is subject to City of Menifee Ordinance No. 625 (Right-to-Farm Ordinance). This Ordinance requires prospective buyers of property adjacent to agricultural land to be notified through the title report that they could be subject to inconvenience or discomfort resulting from accepted farming activities as per provisions of the City's Right-to-Farm ordinance.

Standard Condition SC-AG-1, as outlined in Subsection 4.3.5, requires disclosures as part of all home sales transaction(s).

by providing disclosure to future residents that the property is located within 1 mile of farmland as designated on the most recent Important Farmland Map, any conflicts, over the long term, can be controlled and reduced to a less than significant impact level.

With inclusion of **Standard Condition SC-AG-1** any impacts will be reduced to a less than significant level.

4.3.5 Avoidance, Minimization, Standard Conditions, and Mitigation Measures

Avoidance

No avoidance measures are required.

Minimization

No minimization measures are required.

Standard Condition(s)

The following will be implemented by the Project when future residents purchase property within the Project. This is a standard condition and is not unique this Project (or projects in a similar setting.

SC-AG-1 **The Project applicant shall comply with Assembly Bill 2881 and City of Menifee Ordinance No. 625. Disclosure shall be provided prior to the close of escrow on the sale of individual homes. This shall be obtained by including the following disclosures on the title report:**

1. **The property is located within 1 mile of farmland as designated on the most recent Important Farmland Map; and**
2. **Residents could be subject to inconvenience or discomfort resulting from accepted farming activities as per provisions of the City's Right-to-Farm Ordinance.**

Mitigation Measure(s)

No mitigation measures are required.

4.3.6 Cumulative Impacts

As stated in the Initial Study, there is no timberland zoning on the Project site, nor is there any forest land on the Project site.

The City is focusing on developing land in an economically productive way that would 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 Project-specific *LESA* indicated that the Project will have a less than significant impact due to the conversion of agricultural lands. **Standard Condition SC-AG-1** has been included proposed to reduce conflicts between the Project and existing agricultural uses in proximity of the Project site to a less than significant level. The Project site is not subject to the Williamson Act.

Since the 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 agricultural and forestry impacts are considered less than significant.

4.3.7 Unavoidable Significant Adverse Impacts

The 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 Project. The Project's impact to agricultural resources is a less than significant adverse impact.

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4.4 AIR QUALITY

4.4.1 Introduction

This Subchapter will evaluate the environmental impacts to the issue area of air quality from implementation of the Project. Section V.3., Air Quality, 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 violate any air quality standard or contribute substantially to an existing or projected air quality violation?
c. 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 (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?
d. Would the Project expose sensitive receptors to substantial pollutant concentrations?
e. Would the Project create objectionable odors affecting a substantial number of people?

Based on the analysis in the IS, it was determined that all five (5) issue areas, a. through e., related to air quality in the questions asked above **would** be further analyzed in the EIR.

Subsequent to the Initial Study being circulated and prior to the DEIR being completed, the City of Menifee revised its Initial Study (IS) checklist. These revisions were made based on the changes adopted in November 2018, by the State of California, to the guidelines for implementing the California Environmental Quality Act (CEQA), Appendix G Environmental Checklist Form. Issue area b. was deleted; c. was re-lettered as b. and some text was deleted; d. was re-lettered as c.; e. was re-lettered as d. and some text was revised. The text revisions are outlined below and will be reflected in the DEIR and questions deleted from the (IS) checklist will not be analyzed in the DEIR.

Therefore, the following four (4) issue areas will be analyzed in the DEIR:

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

There are no standard conditions or mitigation measures 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:

- *Air Quality and Greenhouse Gas Analysis for the Rockport Ranch Project, Menifee, California*, dated January 29, 2018 prepared by RECON Environmental, Inc. (*AQ/GHG Analysis* **Appendix C***)*

Preliminary phasing within the Project site shall be accomplished through a primary Phase I, inclusive of infrastructure necessary to deliver water, sewer, electricity, and gas to the Project, with subsequent construction phases. Utility infrastructure may be phased to coincide with phases of construction as needed.

Phase I improvements for the Project will consist of the following:

- Mass grading of the entire Project site;
- Grading for roads (internal to the Project site);
- Installation of utilities; and
- Off-site improvements to adjacent streets.

The wet and dry utilities and offsite improvements will consist of water lines, sewer lines, dry utilities (including gas, electricity, cable and telephone) and offsite improvements to adjacent streets.

More information of the total number of phases and the location of phasing is illustrated on **Figure 3-13, *Phasing Plan***. Phases 1 through 7 pertain to the Project phasing internal to the Project. This phasing is more applicable to the marketing phasing of the Project. As shown, the Project will basically develop from the north to the south.

<u>Comment Letters Received on the Notice of Preparation (NOP)</u>

Comment Letter #8 from Southern California Association of Governments (SCAG) (dated 10/5/17) states:

- SCAG reviews EIRs for Projects of regional significance for consistency with regional plans pursuant to CEQA and the State 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 has requested that environmental documentation be sent to SCAG's office in Los Angeles.

Response: Consistency with the RTP and SCS is analyzed in Subchapter 4.4 Air Quality; Subchapter 4.8 Greenhouse Gases; Subchapter 4.11 Land Use; Subchapter 4.14 Population and Housing; and Subchapter 4.17 Traffic/Transportation.

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

Therefore, the above issues identified in a. through d., 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 study, which is provided in Volume 2 of the DEIR, the Technical Appendices.

4.4.2 Environmental Setting

4.4.2.1 Regional Setting and Climate

The Project site is located approximately 35 miles north of the Pacific Ocean in Riverside County. Air quality in the County is influenced by both topographical and meteorological conditions. The Project site is located in western Riverside County between the Santa Ana Mountains and the San Jacinto Mountains.

The Project area, like other inland valley areas in southern California, has a Mediterranean climate characterized by warm, dry summers and mild, wet winters. The Sun City climate monitoring station (ID 048655) is approximately 5 miles northwest of the Project site. Based on measurements taken at the Sun City climate monitoring station, the average annual precipitation is 11 inches, falling primarily from November to April. Winter low temperatures in the Project area average about 37 degrees Fahrenheit (°F), and summer high temperatures average about 96°F.

The dominant meteorological feature affecting the region is the Pacific High-Pressure Zone, which produces the prevailing westerly to northwesterly winds. These winds tend to blow pollutants away from the coast toward the inland areas. Consequently, air quality near the coast is generally better than that which occurs at the base of the coastal mountain range.

The prevailing westerly wind pattern is sometimes interrupted by regional “Santa Ana” conditions. A Santa Ana occurs when a strong high pressure develops over the Nevada – Utah area and overcomes the prevailing westerly coastal winds, sending strong, steady, hot, dry northeasterly winds over the mountains and out to sea.

4.4.2.2 Existing Air Quality

The State of California is divided geographically into 15 air basins for managing the air resources of the state on a regional basis. The Project is located in the South Coast Air Basin (Basin). The Basin includes Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. The Basin is designated as in attainment or unclassifiable attainment (expected to be meeting the standard despite a lack of monitoring data) for all federal air quality standards except 8-hour ozone and $PM_{2.5}$ standards. The Basin is designated as in nonattainment for state air quality standards for 8-hour ozone and Particulate Matter that have a diameter of less than 2.5 micrometers ($PM_{2.5}$), and additionally is in nonattainment of state Particulate Matter that have a diameter of less than 10 micrometers PM_{10} standards. Air quality is commonly expressed as the number of days in which air pollution levels exceed state standards set by the California Air Resources Board (CARB) or federal standards set by the U.S. Environmental Protection Agency (EPA). The South Coast Air Quality Management District (SCAQMD) maintains 26 active air quality monitoring sites located throughout the Basin including six (6) sites in Riverside County. Air pollutant concentrations and meteorological information are continuously recorded at these stations. Measurements are then used by scientists to help forecast daily air pollution levels.

The nearest stations to the Project site include the Winchester monitoring station, located approximately 7.4 miles southeast of the site, and the Perris monitoring station located approximately 9.1 miles north of the site. The Winchester monitoring station measures ozone and $PM_{2.5}$, and the Perris monitoring station measures PM_{10}. **Table 4.4-1, *Summary of Air Quality Measurements Recorded at Winchester and Perris Monitoring Stations***, below, provides a summary of measurements of ozone, $PM_{2.5}$, and PM_{10} collected at the Winchester and Perris monitoring stations for the years 2011 through 2015.

Table 4.4-1
Summary of Air Quality Measurements Recorded at Winchester and Perris Monitoring Stations

Pollutant/Standard	2011	2012	2013	2014	2015
Ozone (Winchester)					
Days State 1-hour Standard Exceeded (0.09 ppm)	1	1	0	1	2
Days State 8-hour Standard Exceeded (0.07 ppm)	27	21	12	14	25
Days Federal 8-hour Standard Exceeded (0.075 ppm)	14	4	3	4	6
Max. 1-hr (ppm)	0.105	0.104	0.093	0.119	0.100
Max 8-hr (ppm)	0.089	0.083	0.079	0.100	0.087
PM_{10}* (Perris)					
Measured Days State 24-hour Standard Exceeded (50 µg/m^3)	Na	Na	Na	Na	Na
Calculated Days State 24-hour Standard Exceeded (50 µg/m^3)	11.8	6.1	Na	36.4	Na
Measured Days Federal 24-hour Standard Exceeded (150 µg/m^3)	0	0	0	0	Na
Calculated Days Federal 24-hour Standard Exceeded (150 µg/m^3)	0.0	0.0	0.0	0.0	Na
Max. Daily (µg//m^3)	65.0	62.0	70.0	87.0	Na
State Annual Average (µg/m^3)	27.7	25.1	Na	33.4	Na
Federal Annual Average (µg/m^3)	29.2	26.5	33.6	35.1	Na
$PM_{2.5}$* (Winchester)					
Measured Days Federal 24-hour Standard Exceeded (35 µg/m^3)	Na	Na	Na	Na	0
Calculated Days Federal 24-hour Standard Exceeded (35 µg/m^3)	Na	Na	Na	Na	Na
Max. Daily (µg//m^3)	34.0	21.7	27.7	64.0	20.5
State Annual Average (µg/m^3)	Na	8.0	7.5	11.2	Na
Federal Annual Average (µg/m^3)	Na	Na	Na	Na	Na

ppm = parts per million
µg/m3 = micrograms per cubic meter
Na = Not available.
* Calculated days value. Calculated days are the estimated number of days that a measurement would have been greater than the level of the standard had measurements been collected every day. The number of days above the standard is not necessarily the number of violations of the standard for the year.

Source: *AQ/GHG Analysis* (**Appendix C**)

4.4.2.3 Regulatory Framework

4.4.2.3.a Federal Air Quality Regulations

The Clean Air Act (CAA) was enacted in 1970 and amended in 1977 and 1990 [42 United States Code (USC) 7401] for the purposes of protecting and enhancing the quality of the nation's air resources to benefit public health, welfare, and productivity. In 1971, in order to achieve the purposes of Section 109 of the CAA [42 USC 7409], the U.S. EPA developed

primary and secondary national ambient air quality standards (NAAQS). Six (6) criteria pollutants of primary concern have been designated: ozone (O_3), carbon monoxide (CO), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), lead, and PM. The primary National Ambient Air Quality Standards (NAAQS) ". . . in the judgment of the Administrator, based on such criteria and allowing an adequate margin of safety, are requisite to protect the public health . . ." and the secondary standards ". . . protect the public welfare from any known or anticipated adverse effects associated with the presence of such air pollutant in the ambient air" [42 USC 7409(b)(2)]. The primary NAAQS were established, with a margin of safety, considering long-term exposure for the most sensitive groups in the general population (i.e., children, senior citizens, and people with breathing difficulties).

4.4.2.3.b State Air Quality Regulations

California Ambient Air Quality Standards (CAAQS)

The U.S. EPA allows states the option to develop different (stricter) standards. The State of California has developed the California Ambient Air Quality Standards (CAAQS) and generally has set more stringent limits on the criteria pollutants. In addition to the federal criteria pollutants, the CAAQS also specify standards for visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride. Similar to the federal CAA, the state classifies specific geographic areas as either "attainment" or "nonattainment" areas for each pollutant based on the comparison of measured data with the CAAQS.

The State of California is divided geographically into fifteen (15) air basins for managing the air resources of the state on a regional basis. Areas within each air basin are considered to share the same air masses and, therefore, are expected to have similar ambient air quality. If an air basin is not in either federal or state attainment for a particular pollutant, the basin is classified as a moderate, serious, severe, or extreme nonattainment area for that pollutant (there is also a marginal classification for federal nonattainment areas). Once a nonattainment area has achieved the air quality standards for a particular pollutant, it may be redesignated to an attainment area for that pollutant. To be redesignated, the area must meet air quality standards and have a 10-year plan for continuing to meet and maintain air quality standards, as well as satisfy other requirements of the federal CAA. Areas that have been redesignated to attainment are called maintenance areas.

Table 4.4-2, *State and National Ambient Air Quality Standards*, below, provides the applicable state and federal standards for ozone (O_3), carbon monoxide (CO), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), lead, and PM.

Table 4.4-2
State and National Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[1]		National Standards[2]		
		Concentration[3]	Method[4]	Primary[3,5]	Secondary[3,6]	Method[7]
Ozone[8]	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	–	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.07 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)		
Respirable Particulate Matter (PM_{10})[9]	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		–		
Fine Particulate Matter ($PM_{2.5}$)[9]	24 Hour	No Separate State Standard		35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	12 µg/m^3	15 µg/m^3	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m^3)	Non-dispersive Infrared Photometry	35 ppm (40 mg/m^3)	–	Non-dispersive Infrared Photometry
	8 Hour	9.0 ppm (10 mg/m^3)		9 ppm (10 mg/m^3)	–	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		–	–	
Nitrogen Dioxide (NO_2)[10]	1 Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemi-luminescence	100 ppb (188 µg/m^3)	–	Gas Phase Chemi-luminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)		0.053 ppm (100 µg/m^3)	Same as Primary Standard	
Sulfur Dioxide (SO_2)[11]	1 Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppb (196 µg/m^3)	–	Ultraviolet Fluorescence; Spectro-photometry (Pararosaniline Method)
	3 Hour	–		–	0.5 ppm (1,300 µg/m^3)	
	24 Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for certain areas)[10]	–	
	Annual Arithmetic Mean	–		0.030 ppm (for certain areas)[10]	–	
Lead[12,13]	30 Day Average	1.5 µg/m^3	Atomic Absorption	–	–	High Volume Sampler and Atomic Absorption
	Calendar Quarter	–		1.5 µg/m^3 (for certain areas)[12]	Same as Primary Standard	
	Rolling 3-Month Average	–		0.15 µg/m^3		
Visibility Reducing Particles[14]	8 Hour	See footnote 13	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m^3	Ion Chroma-tography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride[12]	24 Hour	0.01 ppm (26 µg/m^3)	Gas Chroma-tography			

ppm = parts per million; ppb = parts per billion; µg/m3 = micrograms per cubic meter; – = not applicable.
[1] California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
[2] National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m3 is equal to or less than one. For PM2.5, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
[3] Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
[4] Any equivalent measurement method which can be shown to the satisfaction of the Air Resources Board to give equivalent results at or near the level of the air quality standard may be used.
[5] National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
[6] National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
[7] Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
[8] On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
[9] On December 14, 2012, the national annual PM2.5 primary standard was lowered from 15 µg/m3 to 12.0 µg/m3. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 µg/m3, as was the annual secondary standards of 15 µg/m3. The existing 24-hour PM10 standards (primary and secondary) of 150 µg/m3 also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
[10] To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national standards are in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national standards to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
[11] On June 2, 2010, a new 1-hour SO2 standard was established and the existing 24-hour and annual primary standard were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in area designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
[12] The ARB 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.
[13] The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m3 as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
[14] In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

Source: *AQ/GHG Analysis* (**Appendix C**)

Toxic Air Contaminants

A toxic air contaminant (TAC) is any air pollutant which may cause or contribute to an increase in mortality or serious illness or which may pose a present or potential hazard to human health. The public's exposure to TACs is a significant public health issue in California. Diesel-exhaust particulate matter emissions have been established as TACs. In 1983, the California Legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health (Assembly Bill [AB] 1807: Health and Safety Code Sections 39650–39674). The Legislature established a two-step process to address the potential health effects from TACs. The first step is the risk assessment (or identification) phase. The second step is the risk management (or control) phase of the process.

The California Air Toxics Program establishes the process for the identification and control of TACs and includes provisions to make the public aware of significant toxic exposures and for reducing risk. Additionally, the Air Toxics "Hot Spots" Information and Assessment Act (AB 2588, 1987, Connelly Bill) was enacted in 1987 and requires stationary sources to report the types and quantities of certain substances routinely released into the air. The goals of the Air Toxics "Hot Spots" Act are to collect emission data, to identify facilities having localized impacts, to ascertain health risks, to notify nearby residents of significant risks, and to reduce those significant risks to acceptable levels. The Children's Environmental Health Protection Act, California Senate Bill 25 (Chapter 731, Escutia, Statutes of 1999), focuses on children's exposure to air pollutants. The act requires CARB to review its air quality standards from a children's health perspective, evaluate the statewide air quality monitoring network, and develop any additional air toxic control measures needed to protect children's health.

As an ongoing process, CARB continues to establish new programs and regulations for the control of diesel-particulate and other air-toxics emissions as appropriate. The continued development and implementation of these programs and policies will ensure that the public's exposure to diesel particulate matter will continue to decline.

State Implementation Plan

The State Implementation Plan (SIP) is a collection of documents that set forth the state's strategies for achieving the NAAQS. In California, the SIP is a compilation of new and previously submitted plans, programs (such as monitoring, modeling, permitting, etc.), district rules, state regulations, and federal controls. The CARB is the lead agency for all purposes related to the SIP under state law. Local air districts and other agencies, such as the Department of Pesticide Regulation and the Bureau of Automotive Repair, prepare SIP elements and submit them to CARB for review and approval. The CARB then forwards SIP revisions to the U.S. EPA for approval and publication in the *Federal Register*. All of the items included in the California SIP are listed in the Code of Federal Regulations (CFR) at 40 CFR 52.220.

As the regional air quality management district, the SCAQMD is responsible for preparing and implementing the portion of the SIP applicable to the Basin. The air pollution control district for each county adopts rules, regulations, and programs to attain federal and state air quality standards and appropriates money (including permit fees) to achieve these objectives.

California In-Use Off-Road Diesel Fueled Fleets Regulations

The California In-Use Off-Road Diesel-Fueled Fleets Regulations were approved by CARB in July 2007, and subsequent major amendments were incorporated in December 2011. The regulations are intended to reduce diesel-exhaust and NO_X emissions from in-use off-road heavy-duty diesel vehicles in California. The regulation requires that any operator of diesel-powered off-road vehicles with 25 horsepower or greater engines meet specific fleet average targets. CARB maintains schedules for small, medium, and large equipment fleets that require equipment retrofits or replacements over time to gradually bring the existing equipment up to standard. As of January 2018, all newly purchased equipment for medium and large equipment fleets will be required to meet Tier 3 or higher engine standards.

4.4.2.3.c Local Air Quality Regulations

South Coast Air Quality Management District

The SCAQMD is the air pollution control agency in the Basin. The role of the local SCAQMD is to protect the people and the environment of the Basin from the effects of air pollution. As the SCAQMD is designated as a nonattainment area for state air quality standards for 8-hour ozone, PM_{10}, and $PM_{2.5}$, SCAQMD periodically prepares air quality management plans (AQMPs) outlining measures to reduce these pollutants. The most recent AQMP, the *2016 Air Quality Management Plan*, was adopted March 2017.

Applicable City of Menifee General Plan Goals and Policies

The following are the applicable General Plan Air Quality Goals and 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.

4.4.3 Thresholds of Significance

As discussed in Subsection 4.4.1, above, the Project impacts to four (4) criteria pertaining to air quality 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. Conflict with or obstruct implementation of the applicable air quality plan?
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?
c. Expose sensitive receptors, to substantial pollutant concentrations?
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The questions posed in the 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 City's IS. The potential air quality changes in the environment are addressed in response to the above thresholds in the following analysis.

4.4.3.1 Regional Significance Thresholds

As discussed previously, the SCAQMD is the air pollution control agency responsible for protecting the people and the environment of the Basin from the effects of air pollution. Accordingly, the City evaluates project air quality emissions based on the quantitative emission thresholds originally established in the SCAQMD's *CEQA Air Quality Handbook* (SCAQMD 1993). SCAQMD's significance thresholds for impacts to regional air quality are shown in **Table 4.4-3, *SCAQMD Air Quality Significance Thresholds – Mass Daily Thresholds***, below.

Table 4.4-3
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: *AQ/GHG Analysis* (**Appendix C**)

4.4.3.2 Local Significance Thresholds

The SCAQMD's *Final Localized Significance Threshold Methodology* (LST Methodology) was developed as a tool to assist lead agencies to analyze localized air quality impacts to sensitive receptors in the vicinity of the project (SCAQMD 2008a). The LST Methodology outlines how to analyze localized impacts from common pollutants of concern including NO_2, CO, PM_{10}, and $PM_{2.5}$. Localized air quality impacts would occur if pollutant concentrations at sensitive receptors exceeded applicable NAAQS or CAAQS.

In order to minimize efforts, the SCAQMD developed mass rate lookup tables as a simple screening procedure. If a project's on-site emissions do not exceed the screening levels for any pollutant, it can be concluded that the project would not cause or contribute to an adverse localized air quality impacts. Screening levels are provided for various distances between the project site boundary and the nearest sensitive receptor and various project site acreages. Screening levels increase, as the project distance between the project site boundary and the nearest receiver increases. This is because air pollutant dispersion increases with distance. Screening levels increase, as the project site acreage increases. This is because the distance between construction sources and sensitive receptors increases with project acreage.

4.4.4 <u>Potential Impacts</u>

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

Significant and Unavoidable Impact

As stated above, the Basin is designated as in attainment or unclassifiable attainment (expected to be meeting the standard despite a lack of monitoring data) for all federal air quality standards except for the 8-hour ozone and $PM_{2.5}$ standards. The Basin is also designated as in nonattainment for state air quality standards for 8-hour ozone and $PM_{2.5}$, and additionally is in nonattainment of state PM_{10} standards. The regional air quality plan, the 2016 AQMP (AQMP), outlines measures to reduce of ozone and $PM_{2.5}$. Whereas reducing PM concentrations is achieved by reducing emissions of $PM_{2.5}$ to the atmosphere, reducing ozone concentrations is achieved by reducing the precursors of photochemical formation of ozone, VOC, and oxides of nitrogen (NO_x).

The growth forecasting for the AQMP is based in part on the land uses established by local general plans. Thus, if a project is consistent with land use as designated in the local general plan, it can normally be considered consistent with the AQMP. Projects that propose a different land use than is identified in the local general plan, may also be considered consistent with the AQMP if the proposed land use is less intensive than buildout under the current designation.

The General Plan land use designation for the project site is Agriculture (AG). This land use designation allows for row crops, groves, nurseries, dairies, poultry farms, processing plants, and other related uses; one single-family residence per 10 acres is allowed. The Project would develop detached single-family residences at a density of approximately of 4 dwelling units per acre.

Given that the proposed density of single-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. 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.

It should be noted that the Project will comply with several SCAQMD Rules that are currently in effect. These are included as **Standard Conditions SC-AQ-1** through **SC-AQ-4**, as outlined in Subsection 4.4.5, below.

In addition, **Mitigation Measure MM-AQ-1**, as outlined in Subsection 4.4.5 below, shall be implemented to reduce Project ROG impacts.

As discussed in Thresholds "b" and "c" below, the Project impacts are within the SCAQMD standards with mitigation incorporated.

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.

However, in the interim period, 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. Impacts will remain significant and unavoidable.

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?

Less Than Significant Impact with Mitigation Incorporated

As discussed above, the Project site is located in the South Coast Air Basin (Basin). State and federal air quality standards are often exceeded in many parts of the Basin. A discussion of the Project's potential short-term construction-period and long-term operational-period air quality impacts is provided below.

Construction Emissions

Construction-related activities are temporary, short-term sources of air emissions. Sources of construction-related emissions include:

- Fugitive dust from grading activities;
- Construction equipment exhaust; and
- Construction-related trips by workers, delivery trucks, and material-hauling trucks.

Construction-related emissions include emissions from dust raised during demolition and grading, exhaust from construction vehicles, and chemicals used during construction. Fugitive dust emissions vary greatly during construction and are dependent on the amount and type of activity, silt content of the soil, and the weather. Vehicles moving over paved and unpaved surfaces, demolition, excavation, earth movement, grading, and wind erosion from exposed surfaces are all sources of fugitive dust. Construction operations are subject to the requirements established by the SCAQMD including Rule 403, Fugitive Dust. Rule 403 requires the use of best available control measures for fugitive dust, which include the following. More specifically, the following design features/conditions of approval, consistent with SCAQMD Rules, shall apply to the Project:

- Construction equipment shall be maintained in proper tune.
- Gasoline or electricity-powered equipment shall be utilized instead of diesel equipment whenever possible.
- The use of heavy construction equipment shall be suspended during first stage smog alerts.
- All construction vehicles shall be prohibited from excessive idling. Excessive idling is defined as five minutes or longer.
- "Clean diesel" equipment shall be used when modified engines (catalyst equipped or newer Moyer Program retrofit) are available at a reasonable cost.
- The Project must follow SCAQMD rules and requirements with regards to fugitive dust control, which include but are not limited to the following:
  - All active construction areas shall be watered two (2) times daily.
  - All haul trucks shall be covered or shall maintain at least two (2) feet of freeboard.
  - All unpaved parking or staging areas shall be paved or watered a minimum of two (2) times daily.
  - Speed on unpaved roads shall be reduced to less than 15 mph.
  - Any visible dirt deposition on any public roadway shall be swept or washed at the site

  access points within 30 minutes.
  - Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered twice daily.
  - All operations on any unpaved surface shall be suspended if winds exceed 25 mph.
- Carpooling shall be encouraged for construction workers.
- Any dirt hauled off-site shall be wet down or covered.
- Access points shall be washed or swept daily.
- Construction sites shall be sandbagged for erosion control.
- The Project shall comply with current California Title 24 standards.

Heavy-duty construction equipment is usually diesel powered. Standard construction equipment includes dozers, rollers, scrapers, dewatering pumps, backhoes, loaders, paving equipment, delivery/haul trucks, jacking equipment, welding machines, pile drivers, and so on. Project construction is anticipated to commence in early 2018 and would last approximately three years.

Project construction is anticipated to occur in five stages:

1. Demolition;
2. Site preparation;
3. Grading/excavation;
4. Building construction and architectural coatings; and
5. Paving.

The grading phase would last between 8 and 12 months and was modeled in the *AQ/GHG Analysis* over an average 10-month period. The relative durations of the remaining construction phases were based on SCAQMD construction surveys and phase durations, and construction equipment requirements scaled to match the overall duration of Project construction. Construction-related air emissions are calculated and reported in terms of maximum daily emissions. These calculations are based on the construction equipment profile and other factors determined as needed to complete all phases of construction by the target completion year. As such, each phase has varying emissions. Modeled parameters for construction equipment are summarized in **Table 4.4-4, *Construction Schedule and Equipment***.

Table 4.4-4
Construction Schedule and Equipment

Construction Phase	Length (working days)	Equipment
Demolition	31	3 Concrete Saws
		9 Excavators
		6 Rubber Tired Dozers
Site Preparation	19	9 Rubber Tired Dozers
		12 Loader/Backhoes
Grading	218	2 Excavators
		1 Grader
		1 Rubber Tired Dozer
		2 Scrapers
		2 Loaders/Backhoes
Paving	34	6 Pavers
		6 Paving Equipment
		6 Rollers
Building Construction and Architectural Coating	482	3 Cranes
		9 Forklifts
		3 Generator Sets
		9 Loader/Backhoes
		3 Welders
		3 Air Compressors

Source: *AQ/GHG Analysis* (**Appendix C**)

Construction-related trips by workers, delivery trucks, and material-hauling trucks equipment are primarily estimated based on SCAQMD surveys. Project grading is anticipated to include 177,500 cubic yards of cut soil and 412,350 cubic yards of fill soil, therefore, the Project would require a net import of approximately 234,850 cubic yards of soil. Materials hauling trips required to import fill soil were included in the emissions calculations. The modeling assumed that the import site(s) would be located within a 20-mile radius of the Project site. Additionally,

under SCAQMD Rule 403, dust suppression measures must be undertaken (see description of SCAQMD Rule 403, above). The *AQ/GHG Analysis* assumed that standard dust and emission control during grading operations would be implemented to reduce potential nuisance impacts and to ensure compliance with SCAQMD Rule 403, which is estimated to result in a 61 percent reduction in fugitive dust. Consistent with federal requirements, all equipment was assumed to meet CARB Tier 3 In-Use Off-Road Diesel Engine Standards.

Table 4.4-5, *Unmitigated Construction Air Emissions*, shows the total projected construction maximum daily emission levels for each criteria pollutant (ROG, NO_x, CO, SO_x, PM_{10} and $PM_{2.5}$).

Table 4.4-5
Unmitigated Construction Air Emissions

Construction Phase	Maximum Daily Air Emissions (pounds)					
	ROG	NO_X	CO	SO_X	PM_{10}*	$PM_{2.5}$*
Demolition	3	56	76	>1	3	3
Site Preparation	3	57	72	>1	25	15
Grading	2	68	42	>1	60	17
Paving	4	34	54	>1	2	2
Building Construction & Architectural Coatings	17	87	111	>1	17	7
Maximum Daily Emissions	**17**	**87**	**111**	**>1**	**60**	**17**
Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

* Although compliance with Rule 403 is not mitigation, CalEEMod accounts for site watering in the mitigation module. Emission rates for PM_{10} and $PM_{2.5}$ reflect the CalEEMod mitigated emissions estimates (CalEEMod Output Section 2.1 and 3.1, Mitigated Construction On-site and Off-Site, PM_{10} Total and $PM_{2.5}$ Total).

Source: *AQ/GHG Analysis* (**Appendix C**)

As shown in **Table 4.4-5**, construction activities would result in air emissions that are less than all applicable significance thresholds. Therefore, Project construction would not result in regional emissions that would exceed the NAAQS or CAAQS or contribute to existing violations. Any impacts as a result from Project construction activities would be less than significant.

Operation-related Emissions

Operation-related sources of air emissions include the direct emission of criteria pollutants. Direct emission sources include mobile sources such as project-generated traffic, energy sources such combustion of natural gas as an on-site fuel source, and area sources such as the use of landscaping equipment, use of fireplaces, use of consumer products, and application of architectural coatings.

Mobile source emissions were estimated using emission factors derived using CARB's motor vehicle emission inventory program, EMFAC2014. Trip generation rates were taken from the Project's Traffic Impact Analysis (*Revised Traffic Impact Analysis Report, Rockport Ranch, Menifee, California, January 18, 2018 – Revision of the July 16, 2017 Report*), (*TIA*, **Appendix M**). The *TIA* estimates that the Project would generate 9.52 average daily trips per day per residence. An average trip length of 6.1 miles was derived from EMFAC2014 data for the Basin

subarea in Riverside County. Mobile emissions are estimated by multiplying the Project trip rate, average trip length, and the vehicle emission factors.

Energy use emissions include direct air quality and GHG emissions associated with the combustion of on-site fuel sources, such as natural gas, and indirect GHG emissions associated with the generation of electricity from fossil fuels off-site in power plants. Project energy use was estimated based on the size of the proposed land uses using data compiled from SCAQMD surveys and incorporated into CalEEMod. By default, energy use factors in CalEEMod reflect the most recent 2016 Title 24 energy efficiency requirements.

Direct emissions from combustion of natural gas were modeled using standard emission factors published by the Environmental Protection Agency (EPA). Indirect emissions from electricity use were modeled based on electricity intensity factors for the Project utility provider, Southern California Edison (SCE).

The *AQ/GHG Analysis* derived energy intensity factors from SCE's 2015 Corporate Responsibility Report, which indicates that in 2015 SCE generated 517 pounds of CO_2e for each megawatt-hour (MWh) of electricity delivered. Projected 2020 energy-intensity factors for SCE were interpolated based on SCE's existing power mix and Renewables Portfolio Standard requirements. As SCE had a power mix with 24.3 percent renewables in 2015 and would be required to have 33 percent renewables in 2020, the projected 2020 energy intensity factor is expected to be approximately 11.5 percent less than the 2015 energy intensity factor.

Area source emissions associated with the Project include landscaping equipment, fireplaces, consumer product use, and architectural coatings. The use of landscape equipment emits GHGs associated with the equipment's fuel combustion. The landscaping equipment values were derived from the 2011 In-Use Off-Road Equipment Inventory Model (CARB 2011) and take into account building area, equipment emission factors, and the number of operational days (summer days). The parameters for fireplace type and use are based on surveys performed by SCAQMD and account for 25 days of use per year.

Emissions from the use of consumer products such as detergents, cleaning compounds, polishes, floor finishes, disinfectants, and sanitizers, were modeled based on data from CARB's Emissions Inventory and project building areas. Emissions from the application of architectural coatings such as paints, primers, roof coatings, and other materials used to seal materials are calculated using building surface area and typical architectural coating emission factors.

Table 4.4-6, *Unmitigated Project Operational Air Emissions*, summarizes the Project's operational air emissions of criteria pollutants (ROG, NO_x, CO, SO_x, PM_{10} and $PM_{2.5}$) from area sources, energy sources and mobile sources.

Table 4.4-6
Unmitigated Project Operational Air Emissions

Emission Source	Maximum Daily Air Emissions (pounds)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	93	7	181	0	23	23
Energy Sources	>1	2	1	>1	>1	>1
Mobile Sources	5	35	47	>1	13	3
Total	**99**	**44**	**228**	**1**	**36**	**27**
Significance Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceeds Threshold?	**Yes**	**No**	**No**	**No**	**No**	**No**
NOTE: Totals may vary due to independent rounding.						

Source: *AQ/GHG Analysis* (**Appendix C**)

As shown in **Table 4.4-6**, all criteria pollutants are below thresholds, with the exception of ROG. The primary source of ROG is the use of wood-fired fireplaces. **Mitigation Measure MM-AQ-1** shall be implemented.

Table 4.4-7, *Mitigated Project Operational Air Emissions*, shows operational emissions with the incorporation of **Mitigation Measure MM-AQ-1** which requires that no wood-burning fireplaces be installed; rather, all fireplaces will be natural gas-fueled type and any fireplaces shall be specified on construction documents as gas-fueled.

Table 4.4-7
Mitigated Project Operational Air Emissions

Sector	Maximum Daily Air Emissions (pounds)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	14	5	27	0	1	1
Energy Sources	>1	2	1	>1	>1	>1
Mobile Sources	5	35	47	>1	13	3
Total	**19**	**43**	**75**	**>1**	**13**	**4**
Significance Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Note: Totals may vary due to independent rounding.						

Source: *AQ/GHG Analysis* (**Appendix C**)

As shown in **Table 4.4-7**, operational activities would result in air emissions that are less than all applicable significance thresholds. ROG emissions will be greatly reduced from the "unmitigated" condition, to a less than significant level with the incorporation of **Mitigation Measure MM-AQ-1**. Therefore, Project operation would not result in regional emissions that would exceed the NAAQS or CAAQS or contribute to existing violations. Any impacts as a result from Project operational activities would be less than significant.

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

Less Than Significant Impact

Localized Significance Thresholds (LSTs)

The SCAQMD's LST Methodology outlines how to analyze localized air quality impacts to sensitive receptors. **Table 4.4-8, *Localized Air Quality Impacts – Screening Levels (pounds per day)***, below, summarizes on-site Project emissions and the applicable screening levels identified in the mass rate lookup tables.

Table 4.4-8
Localized Air Quality Impacts – Screening Levels (pounds per day)

Pollutant	Construction			Operation		
	On-Site Emissions[1]	Screening Level[2]	Exceeds?	On-Site Emissions[1]	Screening Level[2]	Exceeds?
NO_X	46	270	**No**	7	270	**No**
CO	60	1,577	**No**	28	1,577	**No**
PM_{10}	3	13	**No**	1	4	**No**
$PM_{2.5}$	3	8	**No**	1	2	**No**

[1] For localized air quality, impacts result from on-site emissions; thus, off-site emissions are not included in localized emissions analysis. The maximum daily on-site emissions from a construction phase were identified (CalEEMod Output Section 3). On-site operation emissions include area and energy emission sources and do not include mobile source emissions.

[2] The Project site is 79.68 acres and the Project site boundary is approximately 60 feet (17 meters) from the nearest sensitive receptor. The *AQ/GHG Analysis* uses screening levels for a 5-acre project located 25 meters from the nearest sensitive receptor. The Project site is located in Source Receptor Area (SRA) 24 – Perris Valley.

Source: *AQ/GHG Analysis* (**Appendix C**)

Applicable screening levels are for projects located within 25 meters (82 feet) of a sensitive receptor and with an area of at least 5 acres. The Project site is larger than 5 acres, thus, the average distance between on-site emission sources and the nearest sensitive receptors would be greater than is assumed by these screening levels. The sensitive receptors nearest the Project site include:

- Single-family residences to the north (Tierra Shores Residential Complex, approximately 90 feet north of the Project site boundary)
- Single-family residences to the west (Camellia at the Lakes Residential Complex, approximately 70 feet west of the Project site boundary), and
- Mobile homes to the south (Wilderness Lakes RV Resort, there are several mobile homes within a few feet of the southern Project site boundary).

As air pollutant dispersion increases with distance, screening levels shown in **Table 4.4-8** are conservative and are considered adequate screening criteria for assessment of localized air quality impacts.

As shown in **Table 4.4-8**, Project emissions of NO_x, CO, PM_{10} and $PM_{2.5}$ would not exceed localized significance thresholds. Therefore, the Project would not impact adjacent sensitive receptors. Any impacts would be less than significant.

CO Hotspots

Small-scale, localized concentrations of CO above the federal and state AAQS may occur at intersections with stagnation points such as those that occur on major highways and heavily traveled and congested roadways. Localized high concentrations of CO are referred to as "CO hotspots" and are a concern at congested intersections, where automobile engines burn fuel less efficiently and their exhaust contains more CO.

Project-related traffic would emit CO. Localized CO concentration is a direct function of motor vehicle activity at signalized intersections (e.g., idling time and traffic flow conditions), particularly during peak commute hours and meteorological conditions. Under specific meteorological conditions (e.g., stable conditions that result in poor dispersion), CO concentrations may reach unhealthy levels with respect to local sensitive land uses. CO hotspots due to traffic almost exclusively occur at signalized intersections that operate at a level of service (LOS) E or below. Projects may result in or contribute to a CO hotspot if they worsen traffic flow at signalized intersections operating at LOS E or F. The LOS of an intersection in morning and evening peak traffic hours is commonly abbreviated LOS AM/PM.

According to the *TIA*, all intersections in the vicinity of the Project site currently operate at LOS D or better. With the addition of Project-generated traffic, intersections in the vicinity of the Project site would continue to operate at LOS D or better. Accounting for ambient growth, in 2040 the intersection of Menifee Road and Newport Road would operate LOS E/F and the intersection of Briggs Road and Holland Road would operate at LOS E/F.

Peak hour traffic volumes at these intersections in 2040 would be 5,611 and 1,101 vehicles per hour without the Project and 5,834 and 1,139 vehicles per hour with the Project. Thus, Project-generated traffic would account for an additional 4.0 and 3.5 percent (223 and 38 vehicles), respectively, at these intersections. As outlined in the CO Protocol, increases in intersection traffic volumes of less than 5 percent are not considered significant and are not likely to worsen air quality.

Additionally, with the recommended intersection improvements outlined in the Project's *TIA* (reference Subchapter 4.16, Transportation/Traffic of this DEIR), both above referenced intersections would operate at LOS D or better. Therefore, the Project would not substantially contribute to a CO hot-spot. Any impacts would be less than significant with the incorporation of recommended intersection improvements.

THRESHOLD d: Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant with Mitigation Incorporated

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. Therefore, the diesel exhaust odors are not anticipated to result in significant impacts.

Potential odor sources associated with the operation of the project are anticipated to be those that would be typical of any residential development. Residential developments typically do not result in odor impacts; therefore, this impact would be less than significant.

As stated on p. 27 the Initial Study, 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.

Suburban, residential development on this site has the potential to create conflicts with the existing, adjacent agricultural uses, particularly the Ramona Egg Ranch located to the east of the Project site, across Briggs Road. There may be pressure to convert this adjacent, existing agricultural use to a non-agricultural use primarily due to the odors emanating from the Ramona Egg Ranch. It should be noted that the Project will not be creating this impact and that the existing odors are not required to be analyzed as part of this DEIR.

The following standard condition is proposed to reduce potential land use conflicts from the existing (and future) odors from the established Ramona Egg Ranch.

The Project is subject to Assembly Bill 2881 and the Right-to-Farm Disclosure, as discussed above. Mitigation can be achieved by providing disclosure to future residents that the property is located within 1 mile of farmland as designated on the most recent Important Farmland Map. In addition, the Project is subject to City of Menifee Ordinance No. 625 (Right-to-Farm Ordinance). This Ordinance requires prospective buyers of property adjacent to agricultural land to be notified through the title report that they could be subject to inconvenience or discomfort resulting from accepted farming activities as per provisions of the City's Right-to-Farm ordinance. **Standard Condition SC-AG-1**, as outlined in Subsection 4.4.5, requires disclosures as part of all home sales transaction(s).

4.4.5 Avoidance, Minimization, Standard Conditions, and Mitigation Measures

Avoidance

No avoidance measures are required.

Minimization

No minimization measures are required.

Standard Condition(s)

The following will be implemented by the Project when future residents purchase property within the Project. This is a standard condition and is not unique this Project (or projects in a similar setting.

SC-AG-1 **The Project applicant shall comply with Assembly Bill 2881 and City of Menifee Ordinance No. 625. Disclosure shall be provided prior to the close of escrow on the sale of individual homes. This shall be obtained by including the following disclosures on the title report:**

1. **The property is located within 1 mile of farmland as designated on the most recent Important Farmland Map; and**
2. **Residents could be subject to inconvenience or discomfort resulting from accepted farming activities as per provisions of the City's Right-to-Farm Ordinance.**

SCAQMD Rules that are currently applicable during construction activity for this Project include but are not limited to:

SC-AQ-1 **Rule 1113 (Architectural Coatings). The purpose of this rule is to limit the VOC content of architectural coatings used in the District**

SC-AQ-2 **Rule 431.2 (Low Sulfur Fuel). The purpose of this rule is to limit the sulfur content in diesel and other liquid fuels for the purpose of both reducing the formation of sulfur oxides and particulates during combustion and to enable the use of add-on control devices for diesel fueled internal combustion engines.**

SC-AQ-3 **Rule 403 (Fugitive Dust). This rule requires the implementation of best available dust control measures (BACM) during active operations capable of generating fugitive dust.**

SC-AQ-4 **Rule 1186 / 1186.1 (Street Sweepers). The purpose of this rule is to reduce the amount of particulate matter entrained in the ambient air as a result of vehicular travel on paved and unpaved public roads, and at livestock operations. / To reduce air toxic and criteria pollutant emissions, this rule requires certain public and private sweeper fleet operators to acquire and operate alternative-fuel or otherwise less-polluting sweepers when purchasing or leasing these vehicles for sweeping operations undertaken by or for governments or governmental agencies in the jurisdiction of the South Coast Air Quality Management District (District).**

Mitigation Measure(s)

- No construction-related mitigation measures are required.
- Operations-related mitigation measures:

MM-AQ-1 The Project applicant, or agent thereof, shall require that no wood-burning fireplaces be installed; rather, all fireplaces will be natural gas-fueled type. Any fireplaces shall be specified on construction documents as gas-fueled.

4.4.6 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 after implementation of **Standard Conditions SC-AQ-1** through **SC-AQ-4**, the Project would not result in exceedances of regional air quality thresholds during construction. Therefore, the Project construction-source air emissions would be considered a less than significant impact.

Project operational-source emissions will exceed applicable SCAQMD regional thresholds for emissions. With the implementation of **Mitigation Measure MM-AQ-1**, any impacts, namely ROG, can be reduced to a less than significant level. All other criteria pollutants are below thresholds. Per SCAQMD significance guidance, these impacts at the Project level will not have a cumulatively significant impact persisting over the life of the Project.

Conflicts due to odors between the Project and the adjacent Ramona Egg Ranch can be addressed through by providing disclosure to future residents that the property is located within 1 mile of farmland as designated on the most recent Important Farmland Map. In addition, the Project is subject to City of Menifee Ordinance No. 625 (Right-to-Farm Ordinance). This Ordinance requires prospective buyers of property adjacent to agricultural land to be notified through the title report that they could be subject to inconvenience or discomfort resulting from accepted farming activities as per provisions of the City's Right-to-Farm ordinance (**Standard Condition SC-AG-1**). These impacts are not considered cumulative in nature.

Given that the proposed density of single-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.

4.4.7 Unavoidable Significant Adverse Impacts

The Project-specific evaluation of emissions presented in the preceding analysis demonstrates that after implementation of **Standard Conditions SC-AQ-1** through **SC-AQ-4**, construction of the Project would not result in emissions that exceed applicable SCAQMD regional air quality thresholds. Project operational-source emissions would not exceed applicable SCAQMD regional

thresholds of significance for emissions (ROG) during operation after implementation of the recommended mitigation measures. All other criteria pollutants are below thresholds.

Given that the proposed density of single-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. 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 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.

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4.5 BIOLOGICAL RESOURCES

4.5.1 Introduction

This Subchapter will evaluate the environmental impacts to the issue area of biological resources from implementation of the Project. Section V.4., Biological Resources, of the Initial Study (IS, Subchapter 8.3, *Initial Study*) posed the following questions:

a. Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?
b. Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?
c. Would the Project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
d. Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
e. Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
f. Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Based on the analysis in the IS it was determined that the questions pertaining to issue areas a. through e., related to the biological 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 "less than significant impact with mitigation incorporated" for questions a. and d. and "no impact" for questions b., c. and e., as a result of implementation of the Project.

Based on the analysis in the IS, the remaining one (1) issue area, f., related to biological resources in the questions asked above **would** be further analyzed in the DEIR.

No standard conditions presented in the IS shall be carried over to this DEIR. **Mitigation Measure MM-BIO-1**, pertaining to a 30-day pre-construction surveys for burrowing owl, and **Mitigation Measure MM-BIO-2**, pertaining to impacts to nesting bird species protected by California Fish and Game Code Sections 3503 and 3503.5 and by the MBTA of 1918 (16 USC 703-711), as 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 (Chapter 5.5 – Biological Resources)*
  https://www.cityofmenifee.us/262/Draft-Environmental-Impact-Report

- *General Plan Open Space and Conservation Element OSC-8: Biological* https://www.cityofmenifee.us/221/General-Plan
- *MSHCP Consistency Analysis and Habitat Assessment, prepared by LSA Associates, Inc., April 2016 (MSHCP Consistency Analysis* **Appendix D1***)*
- *Burrowing Owl Survey for the Rockport Ranch Project Site, City of Menifee, prepared by LSA Associates, Inc., April 2016 (BUOW Survey* **Appendix D2***)*
- *Chapter 9.86 of the Menifee Municipal Code (Park Design, Landscaping and Tree Preservation)*
- *Rockport Ranch Development Project, Menifee, prepared by Arborist Consulting Services, January 30, 2018 (Arborist Letter/Report* **Appendix D3***)*
- *Western Riverside County Multiple Species Habitat Conservation Plan* http://rctlma.org/Portals/0/mshcp/volume1/sec6.html

Comment Letters Received on the Notice of Preparation (NOP)

Comment Letter #7 was received from Jan L. Westfall (dated 10/4/17) regarding biological resources in response to the NOP. Within this comment letter were the following comments pertaining to regarding biological resources:

- The IS contains misrepresentations as to the current status of the project and property.
  - Demolition work has not been completed as of the date of the NOP and Scoping Meeting.
    - This undermines the credibility of the IS.
    - Biological and cultural resources need to be subject to CEQA review.
- The IS ignores, or understates the value of the ranch house, certain biological resources, and heritage trees.
  - The historic resources and heritage trees have been ignored in the Initial Study analysis.
  - The IS ignores the unique historical value of the agricultural property, the ranch home and the multiple trees (heritage trees).
  - The Biological Resources section of the IS concludes that the Project will not conflict with local policies or ordinances protecting said trees.
  - The IS ignores two (2) sets of trees that may qualify for preservation.
- The EIR must comprehensively address all of the Project's potentially significant environmental effects.
  - Conclusions regarding Biological resources are premature.

Response: As stated in Subchapter 4.1, (Subsection 4.1.b), of this EIR:

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 and through the State Clearinghouse on August 31, 2017. The NOP comment date closed on October 5, 2017. A Scoping Meeting was held on September 14, 2017.

The technical studies prepared in support of this DEIR were all compiled and completed concurrent or after the NOP date of August 31, 2017, 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.

It should be noted that there has been a change from the Initial Study existing conditions description to the DEIR existing condition (see Subchapter 4.1.2, Baseline). Demolition, which was assumed to have been completed by time of the issuance of the NOP was still on-going.

The following is a chronology of demolition on the Project site which commenced prior to the issuance of the NOP and concluded after the NOP comment period closed and the Scoping Meeting had occurred:

- ***July of 2016** – Applicant contacted City for guidance on demo of concrete and placement of the material in the existing ponds located on the southwest portion of the property. Initial contact with the City was made to determine the necessity of a permit, and if necessary, the type of permit needed to conduct the work.*
- ***8/3/16** – The City determined that demolition of concrete and fill could be performed under existing Ag permit, which was administered through the County of Riverside.*
- ***10/31/16** – Demolition of concrete begins on site.*
- ***11/9/16** – An inspector with the City of Menifee was passing the site on Briggs Road, noticed the work and inspected the work operation. The inspector determined the work being performed needed a permit from the City of Menifee and a Stop Work notice was issued.*
- ***12/5/16** – The Project engineer met with City Staff to discuss the scope for the process to pull a demo permit. City Engineering Staff determined the permit would be issued under the City's grading permit process.*
- ***12/14/16** – City Engineering Staff (Jennifer Trujillo) confirmed via e-mail that this would be a grading permit process, sent Excel Engineering the template for Grading Plan sheets.*
- ***2/21/16** – Project engineer submitted the Demolition Plans to the City of Menifee as part of a Grading Permit Process per City's direction. This submittal included the Demolition Plans, a SWPPP, the Geotechnical Addendum Letter for Rock Fill Placement, and a submittal plan check fee.*
- ***9/17** – Demo/grading permit approved.*
- ***10/10/17 –** Construction BMP's were installed.*
- ***10/10/17** – Grading contractor takes reliance on permit. Demo of concrete re-starts.*
- ***10/26/17** – Ongoing demo/placement fill operations.*
- ***11/10/17** - Demolition process completed.*

Due to the scope, scale and location of the Project, the work included in the demolition would have been within the parameters for the Project. The demolition of work that was completed in mid-November 2017 included concrete that was broken down in size (based on geotechnical recommendations) and was placed as engineered fill into two of the three deep existing settling basins located in the southwesterly region of the Project site. It should be noted that the City reviewed and approved the demolition plans and included conditions of approval and mitigation

to ensure that any sensitive resources on site (i.e., biological resource, cultural resources, hazardous materials, etc.) were either not present, or were monitored for during demolition. Post demolition, water quality requirements were installed to ensure that erosion was not an issue and that water quality would not be compromised.

Had the demolition work not been completed ahead of the entire Project, it would have occurred during the site preparation/grading of the Project site. This would have been during the time that the remaining four (4) structures on site were also demolitioned. According to Table 2, Construction Schedule and Equipment, of the Initial Study, demolition would have taken place during a period of 100 days and would have included the following equipment: 1 concrete saw, 3 excavators, and 2 rubber tired dozers. Due to the scope and nature of the demolition work, the inclusion of it into the Project would have resulted in a de minimis impact when coupled with the remaining demolition for the Project.

Therefore, this does not affect the baseline utilized in this DEIR.

It should be noted that the City, as the lead agency, does have discretion to treat ongoing activities as part of the existing environmental baseline even when those activities have not been previously authorized by a permit or reviewed under CEQA. (Fat v. County of Sacramento (2002) 97 Cal.App.4th 1270, 1280.) Courts have held that a CEQA document does not need to analyze prior illegal activity:

> *Riverwatch addressed the question of prior illegal activity in detail. In that case, the county issued a major use permit for development of a rock quarry, and an association of residents and taxpayers called Riverwatch challenged the adequacy of the EIR. The trial court granted the petition for writ of mandate, and directed the county to vacate its approval of the project. Among other things, the trial court found that the EIR had failed to properly consider the impact of prior illegal activity at the project site. (Riverwatch, supra, 76 Cal.App.4th at p. 1434.) The Court of Appeal affirmed in part and reversed in part. (Id. at p. 1435.) It disagreed with the trial court that the EIR should have developed an environmental baseline that accounted for prior illegal activity. The Court of Appeal noted that "in general preparation of an EIR is not the appropriate forum for determining the nature and consequences of prior conduct of a project applicant." (Id. at p. 1452.) It cited Bloom and section 15125, subdivision (a) of the Guidelines in support of the general rule that "environmental impacts should be examined in light of the environment as it exists when a project is approved." (Riverwatch, supra, at p. 1453.)*
>
> *(Id. [citing Riverwatch v. County of San Diego (1999) 76 Cal.App.4th 1428].)*

Biological Resources have been analyzed in Section V.4 of the IS and are further analyzed/clarified in this Subchapter of this DEIR. Cultural Resources have been analyzed in Section V.5 of the IS and are further analyzed/clarified in Subchapter 4.6 of this DEIR.

The IS concluded the following, as it pertains to heritage trees:

> *"The Project will include planting of trees throughout the site: along streets, along paseos, around Project lakes, 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 A of the MSHCP Consistency Analysis. 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 Project shall not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. There will be no impact and no additional analysis will be required in the EIR.*

*As a result of this comment received on the NOP, an Arborist Letter/Report titled the Rockport Ranch Development Project, Menifee, prepared by Arborist Consulting Services, January 30, 2018 (**Appendix D3**), was prepared. The Arborist Letter/Report provides additional information, yet the conclusion reached in the IS, as it pertains to heritage trees, remains the same. Additional analysis is provided in Section 4.5.4, Threshold "e," below.*

As discussed in the IS, and within this DEIR, all of the Project's potentially significant biological environmental effects are comprehensively addressed.

No issues were raised at the public scoping meeting, regarding biological resources or issues.

Therefore, the above issue f., in addition to the issues identified in the IS/NOP (summarized above – issue e.), are the focus of the following evaluation of biological resources.

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

4.5.2 Environmental Setting

The Project site is situated at the southwest corner of Briggs Road and Old Newport Road in the City of Menifee. Historically, a commercial dairy was located on the site. Operation of the dairy ceased in 2014 and the buildings and infrastructure associated with the dairy have since started to be removed. Four homes associated with the dairy are situated at the northern end of the site, along Old Newport Road. The topography of the Project site is flat, and the elevation is approximately 1,440 feet above mean sea level.

Natural drainage at the site is generally interpreted to be toward the southwest, conforming to the natural topography in the area. Standing water was observed on the site in several locations on the dates of geotechnical exploration, due to inclement weather. Additionally,

several basins, approximately 5 feet to 20 feet in depth, are located in the western and southwestern portions of the site and collect storm water.

The Project site is bounded as follows: Old Newport Road and Tierra Shores residential development to the north; Wilderness Lakes RV Resort to the south; Briggs Road, Ramona Egg Ranch and agricultural land to the east; and The Lakes residential development to the west. 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***.

Soils at the site include Domino fine sandy loam, saline-alkali (Dt); Domino silt loam, saline-alkali (Dv); Exeter sandy loam, 0 to 2 percent slopes (EnA); Exeter sandy loam, slightly saline-alkali, 0 to 5 percent slopes (EoB); Exeter sandy loam, deep, 0 to 2 percent slopes (EpA); Exeter very fine sandy loam, 0 to 5 percent slopes (EwB); Exeter very fine sandy loam, deep, 0 to 5 percent slopes (EyB); and Waukena loam, saline-alkali (Wd) (refer to **Figure 4.3-1**, ***Soils Map***).

Vegetation on the Project site is sparse and ruderal in nature. The dominant vegetation present on site consists almost solely of patches of newly emergent cheeseweed (*Malva parviflora*) and Malabar sprangletop (*Leptochloa fusca*). Wildlife common to suburban areas was observed using the site. Some species observed include burrowing owl (*Athene cunicularia*), red-tailed hawk (*Buteo jamaicensis*), common raven (*Corvus corax*), and gull (*Larus* sp.).

A complete list of plant and wildlife species observed on the site is included as **Table 4.5-1, *Plant and Wildlife Species Observed on Site***, below.

Table 4.5-1
Plant and Wildlife Species Observed on Site

Scientific Name	Common Name
MAGNOLIOPHYTA: MAGNOLIOPSIDA	DICOT FLOWERING PLANTS
Arecaceae	**Palm family**
Washingtonia robusta (non-native species)	Fan palm
Asteraceae	**Sunflower family**
Lactuca serriola (non-native species)	Prickly lettuce
Brassicaceae	**Mustard family**
Sisymbrium irio (non-native species)	London rocket
Chenopodiaceae	**Saltbush family**
Chenopodium murale (non-native species)	Nettleleaf goosefoot
Salsola tragus (non-native species)	Russian thistle
Geraniaceae	**Geranium family**
Erodium cicutarium (non-native species)	Redstem stork's bill
Malvaceae	**Mallow family**
Malva parviflora (non-native species)	Cheeseweed mallow
Solanaceae	**Potato family**
Nicotiana glauca (non-native species)	Tree tobacco
Urticaceae	**Nettle family**
Urtica urens (non-native species)	Annual stinging nettle
MAGNOLIOPHYTA: LILIOPSIDA	MONOCOT FLOWERING PLANTS
Poaceae	**Grass family**
Distichlis spicata	Saltgrass

Leptochloa fusca	Mexican sprangletop
AVES	BIRDS
Anatidae	**Swans, Geese, and Ducks**
Branta canadensis	Canada goose
Anas platyrhynchos	Mallard
Columbidae	**Pigeons and Doves**
Zenaida macroura	Mourning dove
Streptopelia decaocto (non-native species)	Eurasian collared dove
Corvidae	**Crows and Ravens**
Corvus corax	Common raven
Hirundinidae	**Swallows**
Hirundo rustica	Barn swallow
Icteridae	**Blackbirds, Orioles and Allies**
Agelaius phoeniceus	Red-winged blackbird
Euphagus cyanocephalus	Brewer's blackbird
Laridae	**Gulls, Terns, and Skimmers**
Larus sp.	Gull
Parulidae	**Wood Warblers**
Dendroica coronata	Yellow-rumped warbler
Scolopacidae	**Sandpipers and Phalaropes**
Calidris minutilla	Least sandpiper
Strigidae	**Typical Owls**
Athene cunicularia hypugaea	Burrowing owl
Sturnidae	**Starlings**
Sturnus vulgaris (non-native species)	European starling
Tyrannidae	**Tyrant Flycatchers**
Sayornis saya	Say's phoebe
MAMMALIA	MAMMALS
Sciuridae	**Squirrels**
Spermophilus beecheyi (burrows)	California ground squirrel
Geomyidae	**Pocket Gophers**
Thomomys bottae	Botta's pocket gopher
Felidae	**Cats**
Lynx rufus	Bobcat

Source: *MSHCP Consistency Analysis* (**Appendix D1**)

Figure 4.5-1, Vegetation, *Land Use and Photograph Locations*, shows vegetation and land use, as well as the site photographs.

Ornamental trees and landscaping are found at the northeastern corner of the site related to the residential homes. A complete list of tree species (and quantities) observed on the site is included as **Table 4.5-2, *Tree Species Observed on Site***, below.

Table 4.5-2
Tree Species Observed on Site

Common Name (*Scientific Name*)	**Quantity**
Red Gum Eucalyptus (*Eucalyptus camaldulensis*)	3
Ash Colored Eucalyptus (*Eucalyptus cinerea*)	1
Canary Island Palm (*Pinus Canariensis*)	2
Afghan Pine (*Pinus elderica*)	2
American Sweetgum (*Liquidambar styraciflua*)	10
Queen Palm (*Syagrus romanzoffianum*)	28
Mexican Fan Palm (*Washingtonia robusta*)	3
Fern Pine (*Podocarpus gracilior*)	1
Bottle Tree (*Brachychitron populneus*)	1

Source: *MSHCP Consistency Analysis* (**Appendix D3**)

Figure 4.5-1
Vegetation, Land Use and Photograph Locations

Source: MSHCP Report (**Appendix D1**)

Figure 4.5-1, continued
Vegetation, Land Use and Photograph Locations

Photo 1: View facing west at the north end of the site, from the east boundary of the site.

Photo 2: View facing south, along Briggs Road.

Photo 3: View facing west across the middle of the site.

Photo 4: View facing north from the southeast corner of the site. A Roadside ditch along the east boundary of the site is visible. Briggs Road is seen on the right.

Source: MSHCP Report (**Appendix D1**)

Figure 4.5-1, continued
Vegetation, Land Use and Photograph Locations

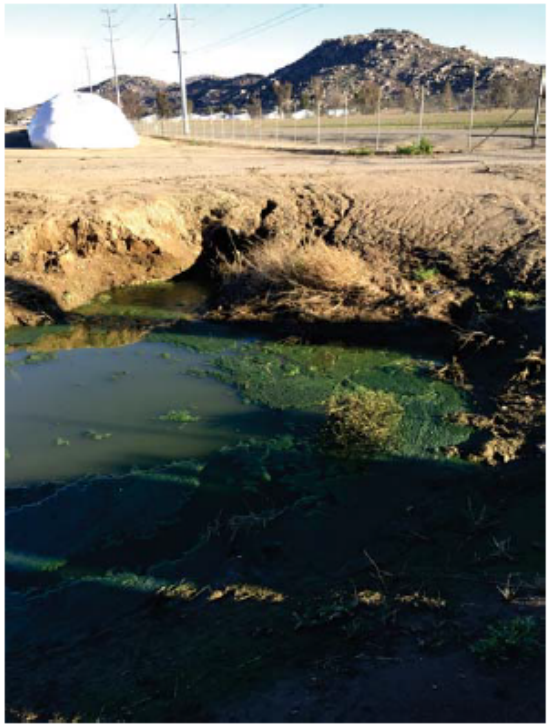


Photo 5: View facing northeast, across a detention basin at the south end of the site. The roadside ditch drains into this basin.

Photo 6: View facing east at the detention basin at the south end of the site.

Photo 7: View facing north from the southwest corner of the site.

Photo 8: View facing southwest across the site.

Source: MSHCP Report (**Appendix D1**)

Figure 4.5-1, continued
Vegetation, Land Use and Photograph Locations

Photo 9: View facing north across a fallow field.

Photo 10: View facing south across a partially dry settling pond.

Photo 11: View of potential burrowing owl burrow with burrowing owl sign at entrance.

Photo 12: View facing north across a settling pond.

Source: MSHCP Report (**Appendix D1**)

4.5.2.1 Federal Regulations

Federal Endangered Species Act of 1973

The Federal Endangered Species Act of 1973 (16 U.S.C. 1531-1543) and subsequent amendments provide for the conservation of endangered and threatened species and the habitats on which they depend. Federally endangered species are ones facing extinction throughout all or a significant portion of its geographical range. A federally threatened species is one likely to become endangered within the foreseeable future throughout all of or a significant portion of its range. The presence of any federally threatened or endangered species on a site generally imposes severe constraints on development; particularly if development would result in a "take" of the species or its habitat. The term "take" means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, collect, or attempt to engage in such conduct. Harm in this sense can include any disturbance to habitats used by the species during any portion of its life history.

Federal Clean Water Act

Pursuant to Section 404 of the Clean Water Act, the United States Army Corps of Engineers (ACOE) regulates discharges of dredged and/or fill material into waters of the United States. "Waters of the United States" are defined in ACOE regulations at 33 C.F.R. Part 328.3(a). Navigable waters of the United States are those waters of the United States that are navigable in the traditional sense. Waters of the United States is a broader term than navigable waters of the United States and includes adjacent wetlands and tributaries to navigable waters of the United States and other waters where the degradation or destruction of which could affect interstate or foreign commerce.

Clean Water Act, Section 401 and 402

Section 401 of the CWA requires an applicant to obtain certification for any activity that may result in a discharge of a pollutant into waters of the U.S. As a result, proposed fill in waters and wetlands requires coordination with the appropriate RWQCB that administers Section 401 and provides certification. The RWQCB also plays a role in review of water quality and wetland issues, including avoidance and minimization of impacts. Section 401 certification is required prior to the issuance of a Section 404 permit. Permits requiring Section 401 certification include Corps Section 404 permits and National Pollutant Discharge Elimination System (NPDES) permits issued by the EPA under Section 402 of the CWA. NPDES permits are issued by the applicable RWQCB. The City of Menifee is within the jurisdiction of the Santa Ana RWQCB (Region 8) and the San Diego RWQCB (Region 9).

Migratory Bird Treaty Act

The Federal Migratory Bird Treaty Act (MBTA), 50 C.F.R. Part 10, prohibits take of migratory birds. Under the MTBA, it is unlawful to "pursue, hunt, take, capture or kill; attempt to take, capture or kill; possess, offer to or sell, barter, purchase, deliver or cause to be shipped, exported, imported, transported, carried or received any migratory bird, part, nest, egg or product." Implementation of the Project will be required to comply with the MTBA, which prohibits the take of migratory bird species that are considered to utilize the site and their nests or eggs. In addition, Sections 3505, 3503.5, and 3800 of the California Department of Fish and

Game Code prohibit the take, possession, or destruction of birds, their nests or eggs.

Mitigation Measure MM-BIO-2, (as outlined in Subsection 4.5.5), pertaining to impacts to nesting bird species protected by California Fish and Game Code Sections 3503 and 3503.5 and by the MBTA of 1918 (16 USC 703-711), was presented in the IS, and, as revised, shall be carried over to this DEIR.

4.5.2.2 State Regulations

California Endangered Species Act

California Endangered Species Act (Fish and Game Code 2050, et seq.) (CESA) establishes that it is the policy of the state to conserve, protect, restore, and enhance threatened or endangered species and their habitats. CESA mandates that state agencies should not approve projects which would jeopardize the continued existence of threatened or endangered species if reasonable and prudent alternatives are available that would avoid jeopardy. CESA requires state lead agencies to notify the California Department of Fish and Wildlife (CDFW) during the CEQA process regarding potential effects to threatened or endangered species as a CEQA Trustee Agency.

California Fish and Game Code

Note the Department of Fish and Game has been renamed the California Department of Fish and Wildlife (CDFW), but the state laws still fall under, under Section 1600 of the Fish and Game Code, regulates all diversions, obstructions, or changes to the natural flow or bed, channel or bank of any river, stream, or lake, which supports fish or wildlife. The Code defines a stream, including creeks and rivers, as “a body of water that flows at least periodically or intermittently through a bed or channel having surface or subsurface flow that supports or has supported riparian vegetation.” Lakes under the jurisdiction of CDFW may also include man-made features.

4.5.2.3 Local Regulations

Multiple Species Habitat Conservation Plan (MSHCP)/MSHCP Plan Fees

On June 17, 2003 the Riverside County Board of Supervisors approved the MSHCP, certified the EIR/EIS for the Plan, and authorized the Chairman to sign the Implementing Agreement. The City of Menifee, a signatory to the Implementing Agreement (IA), is required to comply with all applicable policies and requirements of the MSHCP.

The MSHCP provides for the assembly of a Conservation Area consisting of Core Areas and Linkages for the conservation of Covered Species. Covered Species are 146 species of plants and animals of various federal and state listing statuses. The Conservation Area is to be assembled from portions of the MSHCP Criteria Area, which consists of quarter-section (i.e., 160-acre) Criteria Cells, each with specific criteria for species conservation within that cell.

The MSHCP requires focused surveys for certain plant and animal species for project sites located within designated plant and animal survey areas when potential suitable habitat is present. The MSHCP also requires that an assessment be completed to determine the effects

of the project on riparian/riverine areas and vernal pools and associated protected species in accordance with MSHCP Section 6.1.2, Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools.

Projects located in proximity to an MSHCP Conservation Area may result in edge effects that could adversely affect biological resources within the MSHCP Conservation area. These edge effects must be addressed according to the Urban/Wildlands Interface Guidelines (MSHCP Section 6.1.4).

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: tentative tract map, conditional use permit, public use permit, plot plan) and have also paid for building permit plan review or permit fees.

At the time of this writing, the fee is $2,104/dwelling unit (residential density less than 8.0 dwelling units/acre.

Payment of this fee is a standard condition and is not considered unique mitigation under CEQA.

Stephens' Kangaroo Rat Habitat Conservation Plan/Ordinance No. 663.10

The Project is located within the boundary of the adopted Habitat Conservation Plan (HCP) for the endangered Stephens' kangaroo rat (SKR) implemented by the Riverside County Habitat Conservation Agency (RCHCA). The SKR HCP mitigates impacts from development on the SKR by establishing a network of preserves and a system for managing and monitoring them. Through implementation of the SKR HCP, more than $45 million has been dedicated to the establishment and management of a system of regional preserves designed to ensure the persistence of SKR in the plan area. This effort has resulted in the permanent conservation of approximately 50% of the SKR occupied habitat remaining in the HCP area. Through direct funding and in-kind contributions, SKR habitat in the regional reserve system is managed to ensure its continuing ability to support the species. The Project is located within the SKR HCP area and will be required to comply with applicable provisions of this plan.

The City adopted County of Riverside Ordinance Amendment 663.10, an amendment to Ordinance No. 663, establishing the Riverside County Stephens' Kangaroo Rat Habitat Conservation Plan Fee Assessment Area and Setting Mitigation Fees. The mitigation fees are as follows: All applicants for development permits within the boundaries of the Fee Assessment

Area who cannot satisfy mitigation requirements through on-site mitigation as determined through the environmental review process shall pay a Mitigation Fee of $500.00 per gross acre of parcels proposed for development. However, for single-family residential development, wherein all lots within the development are greater than one-half (1/2) acre in size, a Mitigation Fee of $250.00 per residential unit shall be paid; and for agricultural development which requires a development permit excluding the construction of single-family residences in connection with said agricultural development, a Mitigation Fee of $100.00 or one percent (1%) of the valuation of the buildings to be constructed, whichever is greater shall be paid, provided that at no time shall such fee exceed the amount required to be paid if a fee of $500.00 per gross acre were applied to the parcel proposed for agricultural development. The determination of value or valuation of an agricultural building shall be made by the building official.

Payment of this fee is a standard condition and is not considered unique mitigation under CEQA.

4.5.2.4 City General Plan Goals and 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.

4.5.3 Thresholds of Significance

As discussed in Subsection 4.5.1, above, the Project impacts to two (2) criteria pertaining to biological resources will be analyzed. According to Appendix G of the CEQA Guidelines, and the IS, the Project would have a significant impact if it would:

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

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 biological resources changes in the environment are addressed in response to the above thresholds in the following analysis.

4.5.4 Potential Impacts

THRESHOLD e: Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact

The IS concluded the following, as it pertains to heritage trees:

> "The Project will include planting of trees throughout the site: along streets, along paseos, around Project lakes, 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 A of the MSHCP Consistency Analysis. 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 Project shall not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. There will be no impact and no additional analysis will be required in the EIR."

As a result of this comment received on the NOP, the Arborist Letter/Report titled the *Rockport Ranch Development Project, Menifee,* prepared by Arborist Consulting Services, January 30, 2018 (**Appendix D3**), was prepared. The *Arborist Letter/Report* provides the following, additional information, below.

The Project arborist conducted a site survey on January 29, 2018. According to the Project arborist, the age of the oldest trees on this site are estimated to be around 30-40 years (based on their visual assessment as well as review of aerial photos reviewed in the *Cultural Resources Assessment Report for the Rockport Ranch Project Menifee, California*, prepared by Laguna Mountain Environmental, Inc., June 2017, revised July 2017). The Photos were dated 1967, 1978, and 1996 respectively. Most of the trees are located along Old Newport Road and their locations are rather random with no individual tree located in a position of prominence or significance. All of the trees were cultivated trees and were imported and transplanted to the site for landscaping around the time of construction of the residential homes (with the exception of 2 Eucalyptus trees located at the southern portion of the property which sprouted sometime between 1978 and 1996).

The *Arborist Letter/Report* analyzed the trees on site based on six (6) criteria: age/size, species, location, historical influence, aesthetic quality and ecological value. Each criterion is discussed in detail, below.

- **Age/size:** The estimated age of the mature trees is between 30-40 years old, which would not characterize as old enough to qualify as a heritage tree characteristic.
- **Species:** The trees found on-site are non-native, cultivated trees. Heritage trees typically are species such as native oaks or other native trees. Therefore, the trees existing on the property do not qualify in this category.

- **Location:** No tree on the property is located within a significant grove or near a historical point of interest. The trees on the north end of the property are located as landscaping trees for the residential homes. The 2 Eucalyptus at the southern end of the property are volunteer trees. Therefore, the trees would not qualify under the location criteria.
- **Historical Influence:** The site has no historical structures or influence. As noted above, the trees are either cultivated or volunteer, which does not qualify under this category.
- **Aesthetic Quality:** The trees present value for landscaping. However, they are not part of a significant old grove forest which raises the aesthetic quality. The 2 Eucalyptus trees at the southern property line have no aesthetic quality due to their location and isolation.
- **Ecological Value:** As the trees are non-native species there is relatively little ecological value. Therefore, the trees do not quality under this category. The Project arborist interpreted "ecological value" to mean native trees with habitat value for wildlife, root value for soil retention, and/or value in soil replenishment and health.

Although the trees found on-site are mature, they are non-native species less than 50 years old, which is the typical threshold for cultural significance. Due to the lack of historical significance of the property, and the species found on-site, the Arborist concluded that none of the existing trees would be classified as "Heritage Trees."

The Project will not conflict with Section 9.86.020 of the Menifee Municipal Code protecting heritage trees. Therefore, impacts, as they pertain to heritage trees, are considered less than significant.

The Project does not conflict with any other local policies or ordinances protecting biological resources. Please reference the discussion Section V.4., Biological Resources of the IS, as well as Threshold "f."

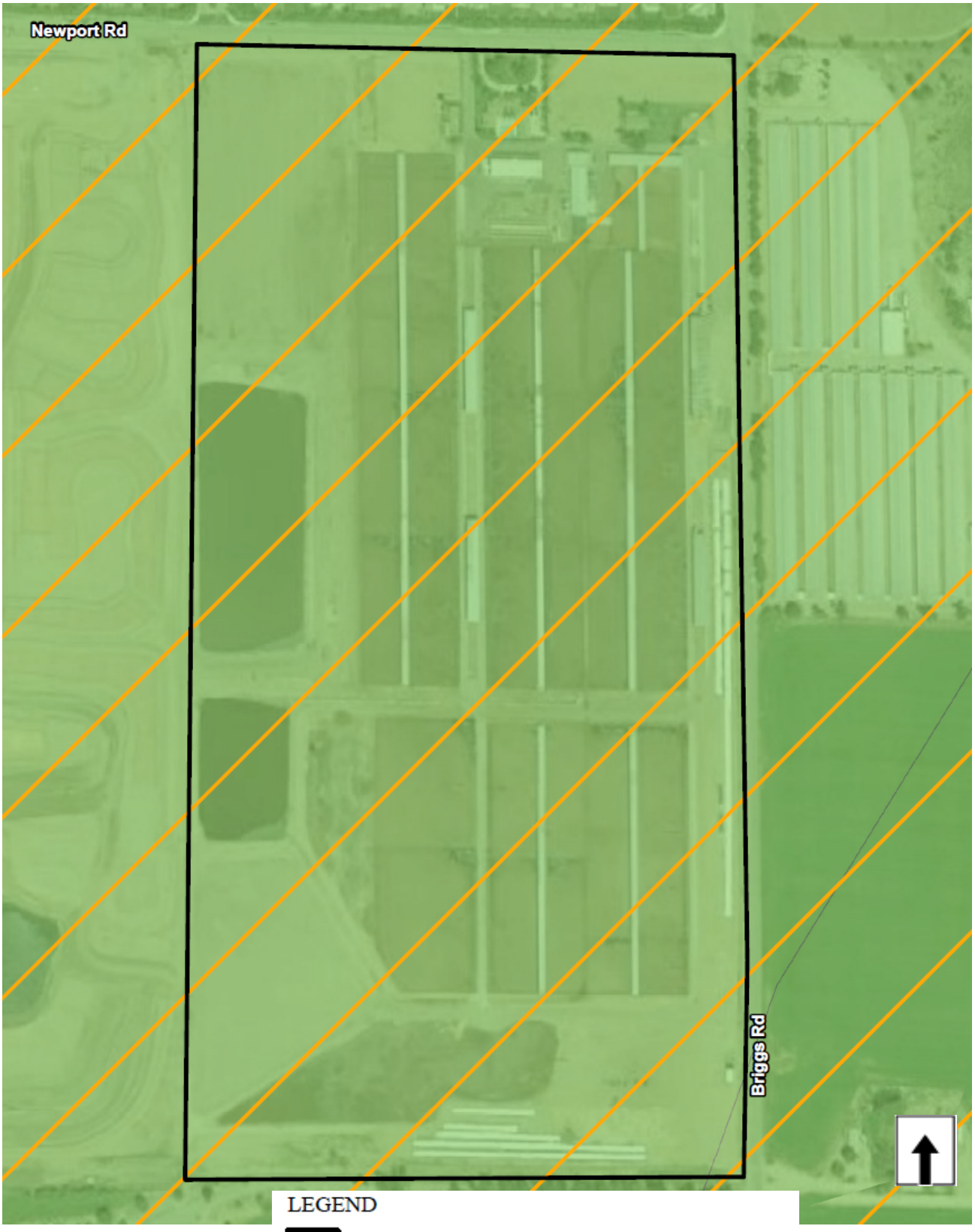
THRESHOLD f: Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Less Than Significant Impact with Mitigation Incorporated

The Project is located within the Sun City/Menifee Area Plan of the MSHCP but is not located within a Criteria Area or Conservation Area, or adjacent to a Criteria Area or Conservation Area. Since the Project is not is not located within a Criteria Area or Conservation Area, or adjacent to a Criteria Area or Conservation Area, it is not subject to the Property Owner Initiated Habitat Evaluation and Acquisition Negotiation Strategy (Section 6.1.1 of the MSHCP Guidelines), Urban/Wildlands Interface Guidelines (Section 6.1.4 of the MSHCP Guidelines), or Fuels Management (Section 6.4 of the MSHCP Guidelines). Lastly, no riparian/riverine/vernal pool resources are present; therefore, no analysis is required per Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools) of the MSHCP Guidelines.

Figure 4.5-2, *Survey Areas*, shows that the Project site is within the Narrow Endemic Plants Survey Area (NEPSSA) plants and the burrowing owl (BUOW) survey area.

Figure 4.5-2
Survey Areas



LEGEND

Project Location

MSCHP

Burrowing Owl Survey Area

Narrow Endemic Plants Survey Area (NEPSSA)

Source: MSHCP Report (**Appendix D1**)

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Narrow Endemic Plants Survey Area (NEPSSA) Plants

Suitable soils and/or habitat conditions for six (6) NEPSSA species do not occur on site; therefore, focused surveys are not required, pursuant to Section 6.1.3 (Protection of Narrow Endemic Plant Species) of the MSHCP Guidelines. In addition, none of these species was observed during the January 2016 field survey. **Table 4.5-3, *MSHCP Narrow Endemic Plant Survey Species***, below, details habitat suitability for each of these species within the study area.

Table 4.5-3
MSHCP Narrow Endemic Plant Survey Species

Species	MSHCP Habitat	Blooming Period	Habitat Suitability
Munz's onion *Allium munzii*	Seasonally moist sites on clay soils (generally) or within rocky outcrops (pyroxenite) on rocky-sandy loams (such as Cajalco, Las Posas, and Vallecitos) with clay subsoils, in openings within coastal sage scrub, pinyon juniper woodland, and grassland, at 300 to 1,070 meters (1,000 to 3,500 feet) elevation. Known only from western Riverside County in the greater Perris Basin (Temescal Canyon- Gavilan Hills/Plateau and Murrieta Hot Springs areas) and within the Elsinore Peak (Santa Ana Mountains) and Domenigoni Hills regions.	Perennial bulb April- May	**None.** Suitable soils (clay and rocky-sandy loams with clay subsoils) and vegetation are not present.
San Diego ambrosia *Ambrosia pumila*	Open floodplain terraces on Garretson gravelly fine sandy loams, or in the watershed margins of vernal pools or alkali playas on Las Posas loam in close proximity to Willow silty alkaline soils. Occurs in sparse annual vegetation.	Perennial Generally non-flowering	**None.** Garretson, Las Posas and Willow soils are not present. In addition, annual vegetation is highly ruderal due to high level of disturbance.
Many- stemmed dudleya *Dudleya multicaulis*	Clay soils in open areas of barrens, rocky places, ridgelines, chaparral, coastal sage scrub, and southern needlegrass grasslands. Visible population size varies considerably year-to-year depending on rainfall patterns. The MSHCP account for this species states that "Many- stemmed dudleya is associated with openings in chaparral, coastal sage scrub, and grasslands underlain by clay and cobbly clay soils of the following series: Altamont, Auld, Bosanko, Claypit, and Porterville."	Perennial May–June	**None.** Clay soils and suitable vegetation are not present.
Spreading navarretia *Navarretia fossalis*	Saline alkaline soils of vernal pools and depressions and ditches in areas that once supported vernal pools. The MSHCP account for this species states that it "is primarily restricted to the alkali floodplains of the San Jacinto River, Mystic Lake and Salt Creek in association with	Annual May–June	**None.** Although alkaline soils are present, vernal pools and depressions and ditches that once supported vernal pools are absent.

	Willows, Domino and Traver soils" and that "in western Riverside County, spreading navarretia has been found in relatively undisturbed and moderately disturbed vernal pools, within a larger vernal floodplains dominated by annual alkali grassland or alkali playa."		
California Orcutt grass *Orcuttia californica*	Alkaline soils and southern basaltic claypan in vernal pools. The MSHCP account for this species states that, in Riverside County, it "is found in southern basaltic claypan vernal pools at the Santa Rosa Plateau, and alkaline vernal pools as at Skunk Hollow and at Salt Creek west of Hemet."	Annual April–June	**None.** Although alkaline soils are present, vernal pools are absent.
Wright's trichocoronis *Trichocoronis wrightii* var. *wrightii*	Alkali soils in alkali playa, alkali annual grassland, and alkali vernal pools. The MSHCP account for this species states that "Wright's trichocoronis is restricted to highly alkaline, silty-clay soils in association with Traver, Domino, and Willows soils."	Annual May–September	**None.** Although alkaline soils are present, alkali playa, alkali annual grasslands and vernal pools area absent.

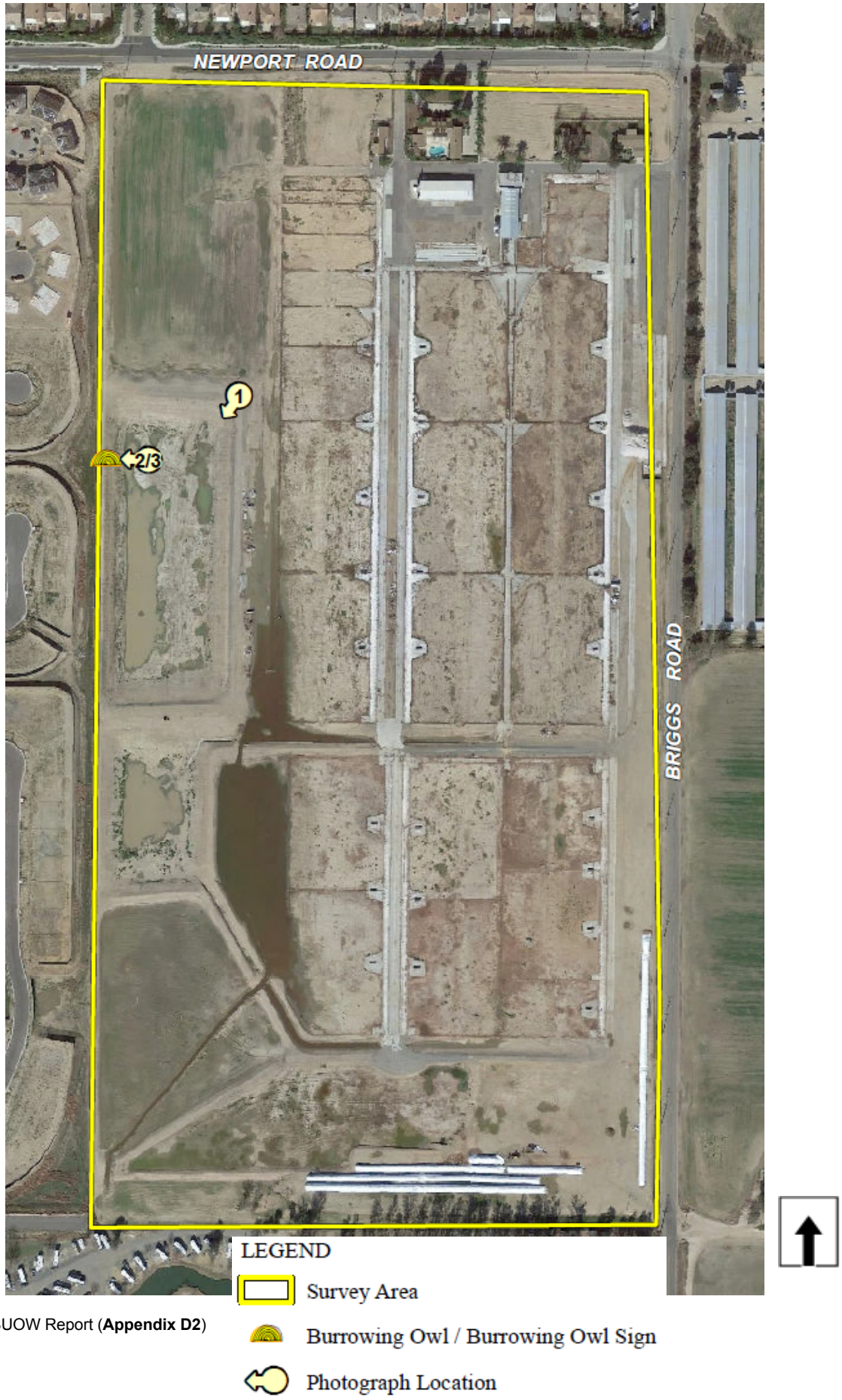
Source: *MSHCP Consistency Analysis* (**Appendix D1**)

Burrowing Owl Survey Area

Burrowing owls and their nests and eggs are protected from "take" (meaning destruction, pursuit possession, etc.) under the Migratory Bird Treaty Act (MBTA) of 1918 and under Sections 3503, 3503.5, and 3800 of the California Fish and Game Code. Activities that cause destruction of active nests, or that cause nest abandonment and subsequent death of eggs or young, may constitute violations of one or both of these laws.

Pursuant to Section 6.3.2 (Additional Survey Needs and Procedures) of the MSHCP Guidelines, surveys were conducted for the presence of the burrowing owl. During the January 2016 burrow survey, a single burrowing owl and burrow with burrowing owl signs (in the form of whitewash and pellets) was observed along the northwest edge of the site, on the bank of a detention basin (reference **Figure 4.5-3, *Survey Results and Photograph Locations***,). However, during the March and April 2016 burrowing owl surveys, no burrowing owls, active burrows, or new signs of burrowing owls were observed. Some whitewash remained on the previously active burrow location, but by the final survey, the burrow was being utilized by a California ground squirrel and the whitewash was no longer visible. No other burrowing owls or features potentially occupied by burrowing owls were detected during the survey.

Figure 4.5-3
Survey Results and Photograph Locations



Source: BUOW Report (**Appendix D2**)

Figure 4.5-3, continued
Survey Results and Photograph Locations

Photograph 1:
View of westerly bank of detention basinwhere burrowing owl sign was observed.

Photograph 2:
View of burrowing owl burrow that was occupied during the January 26, 2016 burrow survey, and shows evidence of white wash at the entrance during the owl survey (March 17, 2016).

Photograph 3:
View of burrowing owl burrow, that previously had white wash, showing use by California ground squirrel (April 3, 2016).

Source: BUOW Report (**Appendix D2**)

Although the burrowing owl was no longer present on site during the burrowing owl portion of the survey, suitable habitat is present, and the site could eventually be reoccupied. The potential reoccupation of the suitable habitat would represent a significant impact. Implementation of **Mitigation Measure MM-BIO-1** and **MM-BIO-2**, as outlined in Subsection 4.5.5, will ensure that potential impacts to burrowing owls are reduced to less than significant levels by requiring that a preconstruction survey for burrowing owl is prepared no more than 30 days prior to ground disturbance and requiring that 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, in accordance with MSHCP survey requirements.

With incorporation of **Mitigation Measure MM-BIO-1** and **MM-BIO-2**, Project impacts would be reduced to less than significant level such that the Project would not conflict with the MSHCP (the adopted Habitat Conservation Plan).

As stated prior, payment of the Stephens' Kangaroo Rat Fee, and the MSHCP Mitigation Fee and are mandatory. **Standard Condition SC-BIO-1** and **Standard Condition SC-BIO-2** (see Subsection 4.5.5,), require the Project applicant to pay these fees prior to the issuance of a grading permit and building permit, respectively. Payment of this fee is not considered unique mitigation under CEQA.

4.5.5 Avoidance, Minimization, Standard Conditions, and Mitigation Measures

Avoidance

No avoidance measures are required.

Minimization

No minimization measures are required.

Standard Condition(s)

The following standard conditions shall apply to the Project as they pertain to Biological resources. These standard conditions are not considered unique to this Project, as they apply to all projects in the Project vicinity.

SC-BIO-1: SKR Fees. Prior to the issuance of a grading permit, the Project applicant shall pay the SKR Fee (established to provide mitigation for impacts to the SKR from projects within the SKR Fee area).

SC-BIO-2 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 Measure(s)

The following mitigation measures shall be implemented to reduce Project impacts to the burrowing owl and migratory birds to a less than significant level.

MM-BIO-1: **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.

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. 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. The findings shall be submitted to the City of Menifee Community Development Department for review and approval.**

4.5.6 Cumulative Impacts

Cumulative biological impacts are defined as those impacts resulting from the development within the MSHCP Plan Area as a result of build out of the Cities and County's General Plans. (MSHCP EIR/EIS). The MSHCP establishes the management of biological resources in western Riverside County (including the City of Menifee) that defines cumulative biological resource values and measures the loss of biology resources that constitutes a cumulative adverse impact.

Development of the 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 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 (including the City of Menifee).

As discussed in the initial Study, with adherence to **Standard Conditions SC-BIO-1** and **SC-**

BIO-2, and incorporation of **Mitigation Measures MM-BIO-1** and **MM-BIO-2*,*** 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; and 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.

The Project will have no 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; or 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.

There are no significant biology resources located within the Project site and the Project can be implemented consistent with the criteria identified in the MSHCP, with adherence to **Standard Conditions SC-BIO-1** and **SC-BIO-2**, and incorporation of **Mitigation Measures MM-BIO-1** and **MM-BIO-2**.

Based on adherence to **Standard Conditions SC-BIO-1** and **SC-BIO-2**, and incorporation of **Mitigation Measures MM-BIO-1** and **MM-BIO-2**, and the overall lack of any habitat to support sensitive species or a substantial wildlife population, the Project will not result in adverse cumulative biology resource impacts that rise to a cumulatively considerable level. Project biology impacts are less than significant.

4.5.7 Unavoidable Significant Adverse Impacts

Due to the lack of significant biological resources within the Project site, the Project is not forecast to cause any direct significant unavoidable adverse impact to sensitive biological resources. With adherence to **Standard Conditions SC-BIO-1** and **SC-BIO-2**, and incorporation of **Mitigation Measures MM-BIO-1** and **MM-BIO-2**, 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 Project is not forecast to cause significant unavoidable adverse impacts to biological resources. Project biology impacts are less than significant.

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4.6 CULTURAL RESOURCES

4.6.1 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 directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?
d. 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 d., 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., a "less than significant impact" to issue area d., and a "less than significant impact with mitigation incorporated" for issue areas b. and c., as a result of implementation of the Project.

Based on the comments received as part of the Notice of Preparation (NOP) and at the scoping meeting, the issue area a., related to historical resources in the questions asked above, **will** be further analyzed in the DEIR. Please see the discussion below.

Subsequent to the Initial Study being circulated and prior to the DEIR being completed, the City of Menifee revised its Initial Study checklist. These revisions were made based on the changes adopted in November 2018, by the State of California, to the guidelines for implementing the California Environmental Quality Act (CEQA), Appendix G Environmental Checklist Form. A slight change in text was made to issue area a. and is reflected in this Subchapter under subsection 4.6.4.

Standard conditions and mitigation measures were presented in the IS (Section V.5); the City of Menifee has since revised the approach taken on all projects throughout the City regarding mitigation and now uses standard conditions for cultural resources. This Subchapter incorporates **Standard Conditions SC-CUL-1** through **SC-CUL-9**; after the re-categorization of the previous Mitigation Measures MM-CUL-1 through MM-CUL-8 as Standard Condition, there are no longer any mitigation measures contained within this Chapter. These standard conditions pertain to historical, cultural, and paleontological resources.

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
- *Cultural Resources Assessment Report for the Rockport Ranch Project Menifee, California*, prepared by Laguna Mountain Environmental, Inc., December 2017 (*CRA*, **Appendix E1**)
- *Native American Consultation Request for General Plan Amendment No. 2016-287, Specific Plan No. 2016-286, Change of Zone No. 2016-288, and Tract Map No. 2016-285*, (SB 18) prepared by City of Menifee, February 2017 (**Appendix E2**)
- *Rockport Ranch Development Project, Menifee,* prepared by Arborist Consulting Services, January 30, 2018 *(Arborist Letter/Report)* (**Appendix D3**)

Comment Letters Received on the Notice of Preparation (NOP)

Comment Letter #3 was received from the Native American Heritage Commission (dated 9/7/17) 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. Please refer to the detailed discussion in Subchapter 4.17, Tribal Cultural Resources, of this DEIR. Recommendations for Cultural Resources Assessments were utilized in the Cultural Resources Assessment Report for the Rockport Ranch Project Menifee, California, prepared by Laguna Mountain Environmental, Inc., June 2017, revised December 2017.

Comment Letter #6 was received from the Rincon Band of Luiseño Indians (dated 10/4/17) regarding land use and planning in response to the NOP. Within this comment letter were the following comments pertaining to tribal cultural resources:

- The Project is located within the Luiseño Aboriginal Territory of the Luiseño people, and is also within Rincon's specific area of Historic Interest.
- The Rincon Band does not have information pertaining to cultural resources within or near the Project area.
- Cultural resources may be present; therefore, the EIR should address this concern.
- The EIR should also address the potential impact to natural resources that are essential to the continuance of traditional cultural resources of the Luiseño people.

Response: Impacts to cultural resources were addressed in the Cultural Resources Section of the IS. The IS indicated:

> *"Because the Project site has experienced severe ground disturbances in the past, any buried archaeological resources would have already been uncovered or destroyed. However, in the unlikely event that archeological materials are uncovered during ground-disturbing activities,* ***Mitigation Measures MM-CUL-1*** *through* ***MM-CUL-4*** *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.* ***MM-CUL-1*** *requires that a qualified archaeologist conduct an archaeological sensitivity training for construction personnel.* ***MM-CUL-2*** *requires that all ground-disturbing activities be halted or diverted away from the find and that a buffer of at least 50 feet be established around the find until an appropriate treatment plan is coordinated. This will satisfy the Soboba Tribe per their request during consultation.* ***MM-CUL-3*** *requires that a qualified archaeological monitor be present during all construction excavations into non-fill sediments.* ***MM-CUL-4*** *requires that the archaeological monitor prepare a final report at the conclusion of archaeological monitoring. With implementation of* ***MM-CUL-1*** *through* ***MM-CUL-4****, impacts will be less than significant."*

Since the preparation of the Initial Study, the issuance of the NOP and the Scoping Meeting, Mitigation Measures ***MM-CUL-1*** *through* ***MM-CUL-4*** *have been changed to Standard Conditions* ***SC-CUL-1*** *through* ***SC-CUL-8****. The City has changed these to Standard Conditions, as they apply to all projects within the City. It should be noted that these Standard Conditions have the same weight as Mitigation Measures as it pertains to reducing Project impacts.*

A summary of Project impacts to Tribal Cultural Resources is provided below. A detailed discussion of Project impacts to Tribal Cultural Resources is contained in Subchapter 4.17, of this DEIR.

Comment Letter #7 was received from Jan L. Westfall (dated 10/4/17) regarding cultural resources in response to the NOP. Within this comment letter were the following comments pertaining to regarding agriculture:

- The loss of the historic agricultural resource is unmitigated.
- The IS contains misrepresentations as to the current status of the project and property.
- Historic resources will be affected by the demolition.
- Monitoring needs to be performed during demolition of the historic structures.
- IS violates the principles of CEQA and shows complete disregard for the area's valuable historical resources.
- The IS and related cultural resources report ignores the relevant agricultural history of Menifee Valley.
    - The Cultural Resources Assessment (CRA) includes an overly general and dated survey of the setting of the Project.
    - The source of the information in the CRA is dated.

  - The CRA provides no specific information on the historical settlement of the Menifee Valley in the 19th Century.
  - Research should explore the agricultural history of the Menifee Valley, and the history of the Project site (prior to, and including the dairy).
  - The CRA should address the significance of the existing ranch house.
  - CEQA review should explore the degree to which the Project will adversely affect the resources on the Project site and on the surrounding community.
- The IS ignores, or understates the value of the ranch house, certain biological resources, and heritage trees.
  - The historic resources and heritage trees have been ignored in the Initial Study analysis.
  - The IS ignores the unique historical value of the agricultural property, the ranch home and the multiple trees (heritage trees). Aesthetic impacts are understated.
  - The Biological Resources section of the IS concludes that the Project will not conflict with local policies or ordinances protecting said trees.
  - The IS ignores two (2) sets of trees that may qualify for preservation.

The loss of the historic agricultural resource is unmitigated.

Response: According to the GPEIR (p. 5.2-5), there were 1,572 acres of agricultural uses in Menifee in 2010, including 101 acres of dairies. The largest concentration of agricultural uses in the City is in the northeastern part of the City abutting the south side of the community of Romoland.

There are 162 acres of Prime Farmland in the City; 218 acres of Farmland of Statewide Importance; 142 acres of Unique Farmland; 8,327 acres of Farmland of Local Importance; and 1,181 acres of Grazing Land.

As discussed in the analysis below, and in Section 4.3.6, the loss of the agricultural resources as a result of implementation of the Project is not "unmitigated." Alternatives to the Project are discussed in Chapter 5. This chapter also contains a discussion of the environmentally superior alternative to the Project.

According to the "Map My County," the Project site has the following four (4) designations:

- *Farmland of Local Importance;*
- *Prime Farmland;*
- *Farmland of Statewide Importance; and*
- *Urban-Built Up Land.*

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.

According to the GPEIR (p. 5.2-13):

> *"The City is focusing on developing land in an economically productive way that would 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. Considering the small size of the areas mapped as farmland and the economic and regulatory constraints on agriculture in western Riverside County discussed above, along with the currently approved Specific Plans and individual projects, some of these properties would not be available for agricultural use, and it is unlikely that any of these areas would remain in agricultural production even without adoption of the Menifee General Plan."*

This conclusion would apply to the Project.

According to Section 4.3.6 (Cumulative Impacts – Agricultural and Forestry Resources) of the DEIR, the Project-specific LESA indicated that the Project will have a less than significant impact due to the conversion of agricultural lands. ***Standard Condition SC-AG-1*** *has been included to reduce conflicts between the Project and existing agricultural uses in proximity of the Project site to a less than significant level. The Project site is not subject to the Williamson Act.*

The Project's cumulative agricultural and forestry impacts are considered less than significant.

According to Section 4.3.7 (Unavoidable Significant Adverse Impacts – Agricultural and Forestry Resources), the 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 Project. The Project's impact to agricultural resources is a less than significant adverse impact.

As stated in Subchapter 4.1 (Subsection 4.1.b):

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 and through the State Clearinghouse on August 31, 2017. The NOP comment date closed on October 5, 2017. A Scoping Meeting was held on September 14, 2017.

The technical studies prepared in support of this DEIR were all compiled and completed concurrent or after the NOP date of August 31, 2017, 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.

The IS contains misrepresentations as to the current status of the project and property.

It should be noted that there has been a change from the Initial Study existing conditions description to the DEIR exiting condition (see Chapter 3, Project Description). Demolition, which was assumed to have been completed by time of the issuance of the NOP was still on-going.

The following is a chronology of demolition on the Project site which commenced prior to the issuance of the NOP and concluded after the NOP comment period closed and the Scoping Meeting had occurred:

- ***July of 2016*** *– Applicant contacted City for guidance on demo of concrete and placement of the material in the existing ponds located on the southwest portion of the property. Initial contact with the City was made to determine the necessity of a permit, and if necessary, the type of permit needed to conduct the work.*
- ***8/3/16*** *– The City determined that demolition of concrete and fill could be performed under existing Ag permit, which was administered through the County of Riverside.*
- ***10/31/16*** *– Demolition of concrete begins on site.*
- ***11/9/16*** *– An inspector with the City of Menifee was passing the site on Briggs Road, noticed the work and inspected the work operation. The inspector determined the work being performed needed a permit from the City of Menifee and a Stop Work notice was issued.*
- ***12/5/16*** *– The Project engineer met with City Staff to discuss the scope for the process to pull a demo permit. City Engineering Staff determined the permit would be issued under the City's grading permit process.*
- ***12/14/16*** *– City Engineering Staff (Jennifer Trujillo) confirmed via e-mail that this would be a grading permit process, sent Excel Engineering the template for Grading Plan sheets.*
- ***2/21/16*** *– Project engineer submitted the Demolition Plans to the City of Menifee as part of a Grading Permit Process per City's direction. This submittal included the Demolition Plans, a SWPPP, the Geotechnical Addendum Letter for Rock Fill Placement, and a submittal plan check fee.*
- ***9/17*** *– Demo/grading permit approved.*
- ***10/10/17 –*** *Construction BMP's were installed.*
- ***10/10/17*** *– Grading contractor takes reliance on permit. Demo of concrete re-starts.*
- ***10/26/17*** *– Ongoing demo/placement fill operations.*
- ***11/10/17*** *- Demolition process completed.*

Due to the scope, scale and location of the Project, the work included in the demolition would have been within the parameters for the Project. The demolition of work that was completed in mid-November 2017 included concrete that was broken down in size (based on geotechnical recommendations) and was placed as engineered fill into two of the three deep existing settling basins located in the southwesterly region of the Project site. It should be noted that the City reviewed and approved the demolition plans and included conditions of approval and mitigation to ensure that any sensitive resources on site (i.e., biological resource, cultural resources, hazardous materials, etc.) were either not present, or were monitored for during demolition.

Post demolition, water quality requirements were installed to ensure that erosion was not an issue and that water quality would not be compromised.

Had the demolition work not been completed ahead of the entire Project, it would have occurred during the site preparation/grading of the Project site. This would have been during the time that the remaining four (4) structures on site were also demolitioned. According to Table 2, Construction Schedule and Equipment, of the Initial Study, demolition would have taken place during a period of 100 days and would have included the following equipment: 1 concrete saw, 3 excavators, and 2 rubber tired dozers. Due to the scope and nature of the demolition work, the inclusion of it into the Project would have resulted in a de minimis impact when coupled with the remaining demolition for the Project.

Therefore, this does not affect the baseline utilized in this DEIR.

It should be noted that the City, as the lead agency, does have discretion to treat ongoing activities as part of the existing environmental baseline even when those activities have not been previously authorized by a permit or review under CEQA. (Fat v. County of Sacramento (2002) 97 Cal.App.4th 1270, 1280.) Courts have held that a CEQA document does not need to analyze prior illegal activity:

> *Riverwatch addressed the question of prior illegal activity in detail. In that case, the county issued a major use permit for development of a rock quarry, and an association of residents and taxpayers called Riverwatch challenged the adequacy of the EIR. The trial court granted the petition for writ of mandate, and directed the county to vacate its approval of the project. Among other things, the trial court found that the EIR had failed to properly consider the impact of prior illegal activity at the project site. (Riverwatch, supra, 76 Cal.App.4th at p. 1434.) The Court of Appeal affirmed in part and reversed in part. (Id. at p. 1435.) It disagreed with the trial court that the EIR should have developed an environmental baseline that accounted for prior illegal activity. The Court of Appeal noted that "in general preparation of an EIR is not the appropriate forum for determining the nature and consequences of prior conduct of a project applicant." (Id. at p. 1452.) It cited Bloom and section 15125, subdivision (a) of the Guidelines in support of the general rule that "environmental impacts should be examined in light of the environment as it exists when a project is approved." (Riverwatch, supra, at p. 1453.)*
>
> *(Id. [citing Riverwatch v. County of San Diego (1999) 76 Cal.App.4th 1428].)*

Historic resources will be affected by the demolition/IS violates the principles of CEQA and shows complete disregard for the area's valuable historical resources

As discussed in Threshold "a" in Section 4.6.4, Potential Impacts, below, the existing structures on the property are not of historic age. As stated in the IS, the Project site does not satisfy any of the criteria for a historic resource defined in Section 15064.5 of the State CEQA Guidelines. In addition, the Project site is not listed with the State Office of Historic Preservation or the National Register of Historic Places. No impacts will occur.

The location of the historic-age structure, plotted on a 1901 topographic map, was paved and covered with a thin layer of fill. The structure is noted on the 1901 maps but was probably removed decades ago as there is no history of the structure's removal. Therefore, the cultural archeologist required monitoring of grading in the vicinity of the location where the structure was plotted on the 1901 map in case artifacts were uncovered during excavation and grading of native soils only. Concrete was broken down in size (based on geotechnical recommendations) and was placed as engineered fill into two of the three deep existing settling basins located in the southwesterly region of the Project site. Monitoring occurred during these activities and no historic resources were affected.

The IS and related cultural resources report ignores the relevant agricultural history of Menifee Valley.

In addition, the CRA used for this DEIR has been updated since the version used for the IS. It now includes the relevant agricultural history of Menifee Valley, specific information on the historical settlement of the Menifee Valley in the 19th Century, the agricultural history of the Menifee Valley, and the history of the Project site (prior to, and including the dairy).

Lastly, Section 4.6.6, Cumulative Impacts, below, discusses the degree to which the Project will adversely affect the resources on the Project site and on the surrounding community.

The IS ignores, or understates the value of the ranch house, certain biological resources, and heritage trees.

See the detailed discussion in Subchapter 4.5, Biological Resources of this DEIR, as it relates to heritage trees. All of the trees located on the site are mature, non-native, cultivated trees, planted as landscaping except for the 2 Eucalyptus trees located at the southern end of the property. Although the trees found on-site are mature, they are non-native species less than 50 years old, which is the typical threshold for cultural significance. Due to the lack of historical significance of the property, and the species found on-site, as well as the other factors discussed in Section 4.5, the Arborist concluded that none of the existing trees would be classified as "Heritage Trees."

The Project will not conflict with Section 9.86.020 of the Menifee Municipal Code protecting heritage trees. Therefore, impacts, as they pertain to heritage trees, are considered less than significant.

The following issue regarding cultural resources was raised by Jan Westfall at the public scoping meeting:

- Jan Westfall
  - Interested in knowing who homesteaded in 1880, and who lived in the historical structure in 1901. Looking to preserve any history/foundations.
  - Expressed concerns about removal of heritage trees.

Response: Please refer to the detailed discussion in Section 4.6.4, Potential Impacts below as

it pertains to the historic structures/foundations on site. Please refer to the detailed discussion, immediately above as it pertains to heritage trees.

As a result of the comments received on the NOP, *Cultural Resources Assessment Report for the Rockport Ranch Project Menifee, California*, prepared by Laguna Mountain Environmental, Inc., (*CRA*) was updated in December 2017 and the *Rockport Ranch Development Project, Menifee,* prepared by Arborist Consulting Services, January 30, 2018 *(Arborist Letter/Report)* was prepared. The *CRA* and *Arborist Letter/Report* provide additional information, yet the conclusions reached in the IS, as it pertains to historic resources and heritage trees, remains the same.

Therefore, the above issue area a., is 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.

4.6.2 Environmental Setting

4.6.2.1 Geology and Climate/Meteorology

The Project area is located in the western portion of Riverside County within the interior valleys and hills of the region. It is situated on the alluvial valley floor of Menifee Valley. The landscape of the project area is largely a product of the region's geology. During the Mesozoic Era, a granitic batholith was formed inland from the southern California coastline. This batholith was uplifted during the Cenozoic and now forms the granitic rocks and outcrops of the Santa Ana Mountains to the west of the project area. The batholith heated and metamorphosed the sedimentary rock above it creating the Bedford Canyon metasedimentary formation.

The Project location is underlain by old alluvial fan deposits that are late to middle Pleistocene in age. They consist of reddish brown, gravel and sand alluvial fan deposits that are indurated, and commonly slightly dissected. The following soils are identified in the United States Department of Agriculture (USDA) Natural Resources Conservation Service Web Soil Survey National Cooperative Soil Survey (Soil Survey) as occurring on the Project site:

- Domino fine sandy loam, saline-alkali (Dt)
- Domino silt loam, saline-alkali (Dv)
- Exeter sandy loam, 0 to 2 percent slopes (EnA)
- Exeter sandy loam, slightly saline-alkali, 0 to 5 percent slopes (EoB)
- Exeter sandy loam, deep, 0 to 2 percent slopes (EpA)
- Exeter very fine sandy loam, 0 to 5 percent slopes (EwB)
- Exeter very fine sandy loam, deep, 0 to 5 percent slopes (EyB)
- Waukena loam, saline-alkali (Wd)

The distribution of these soils on the Project site is presented on **Figure 4.3-1**, ***Soils Map***, which contains a reproduction of the pertinent page in the Soil Survey.

Local climatic conditions in the Project area are characterized by warm summers, mild winters, and infrequent rainfall. The average annual precipitation is about 11 inches, falling primarily from November to April (Western Regional Climate Center 2016). Winter low temperatures in the Project area average about 37 degrees Fahrenheit (°F), and summer high temperatures average about 96°F.

The dominant meteorological feature affecting the region is the Pacific High Pressure Zone, which produces the prevailing westerly to northwesterly winds. These winds tend to blow pollutants away from the coast toward the inland areas. Consequently, air quality near the coast is generally better than that which occurs at the base of the coastal mountain range.

The prevailing westerly wind pattern is sometimes interrupted by regional "Santa Ana" conditions. A Santa Ana occurs when a strong high pressure develops over the Nevada–Utah area and overcomes the prevailing westerly coastal winds, sending strong, steady, hot, dry northeasterly winds over the mountains and out to sea.

4.6.2.2 Project Site and Surrounding Uses

Historically, a commercial dairy was located on the Project site. Operation of the dairy ceased in 2014 and the buildings and infrastructure associated with the dairy were removed between October 10, 2017 and November 10, 2017. Four homes associated with the dairy are situated at the northern end of the site, along Old Newport Road.

The Project site is bounded as follows: Old Newport Road and Tierra Shores residential development to the north; Wilderness Lakes RV Resort to the south; Briggs Road, Ramona Egg Ranch and agricultural land to the east; and The Lakes residential development to the west. 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***.

4.6.2.3 Cultural Setting

The following is a description of the six (6) cultural periods that are applicable to the Project site, and the general Project region. These periods are: Paleoindian, Early Archaic, Late Prehistoric, Ethnohistoric, History, and the Menifee Area History.

4.6.2.3.a Paleoindian Period

The earliest well documented prehistoric sites in southern California are identified as belonging to the Paleoindian period, which has locally been termed the San Dieguito complex/tradition. The Paleoindian period is thought to have occurred between 9,000 years ago, or earlier, and 8,000 years ago in this region. Although varying from the well-defined fluted point complexes such as Clovis, the San Dieguito complex is still seen as a hunting-focused economy with limited use of seed grinding technology. The economy is generally seen to focus on highly ranked resources such as large mammals and relatively high mobility that may be related to following large game. Archaeological evidence associated with this period has been found around inland dry lakes, on old terrace deposits of the California desert, and also near the coast where it was first documented at the Harris Site.

4.6.2.3.b Early Archaic Period

Native Americans during the Archaic period had a generalized economic focus on hunting and gathering. In many parts of North America, Native Americans chose to replace this economy with types based on horticulture and agriculture. Coastal southern California economies remained largely based on wild resource use until European contact. Changes in hunting technology and other important elements of material culture have created two distinct subdivisions within the Archaic period in southern California.

The Early Archaic period is differentiated from the earlier Paleoindian period by a shift to a more generalized economy and an increased focus on use of grinding and seed processing technology. At sites dated between approximately 8,000 and 1,500 years before present (BP), the increased use of groundstone artifacts and atlatl dart points, along with a mixed core-based tool assemblage, identify a range of adaptations to a more diversified set of plant and animal resources. Variations of the Pinto and Elko series projectile points, large bifaces, manos and portable metates, core tools, and heavy use of marine invertebrates in coastal areas are characteristic of this period, but many coastal sites show limited use of diagnostic atlatl points. Major changes in technology within this relatively long chronological unit appear limited. Several scientists have considered changes in projectile point styles and artifact frequencies within the Early Archaic period to be indicative of population movements or units of cultural change, but these units are poorly defined locally due to poor site preservation.

4.6.2.3.c Late Prehistoric Period

Around 2000 BP, dramatic cultural changes occurred. An intrusion of Shoshonean-speakers into the region occurred around 1500 BP. The Late Prehistoric period is recognized archaeologically by smaller projectile points, the replacement of flexed inhumations with cremation, the introduction of ceramics and an emphasis on inland plant food collection and processing, especially acorns. Inland semi-sedentary villages were established along major water courses, and montane areas were seasonally occupied to exploit acorns and piñon nuts, resulting in permanent milling stations on bedrock outcrops. Mortars for acorn processing increased in frequency relative to seed-grinding basins. This period is known archaeologically as the San Luis Rey Complex.

The San Luis Rey Complex is divided into two phases. San Luis Rey I is a preceramic phase dating from approximately 2000 BP to 500 BP. The material culture of this phase includes small triangular pressure flaked projectile points, manos, portable metates, olivella beads, drilled stone ornaments, and mortars and pestles. The San Luis Rey II phase differs only in the addition of ceramics and pictographs. Dates for the introduction of ceramics have not been satisfactorily documented.

4.6.2.3.d Ethnohistoric Period

This period refers to the brief time when Native American culture was initially being affected by Euroamerican culture and historical records on Native American activities were limited. Spanish explorers first encountered coastal villages of indigenous people in 1769 and later established the Mission San Luis Rey de Francia in 1798, 4 miles inland from the mouth of the San Luis Rey

River. The Shoshonean inhabitants of the region were called Luiseños by Franciscan friars who named the San Luis Rey River and established the San Luis Rey Mission in the heart of Luiseño territory. Their territory encompassed an area from roughly Agua Hedionda on the coast, east to Lake Henshaw, north into the Hemet Region, and west through San Juan Capistrano to the coast.

The Luiseño shared boundaries with the Gabrielino and Serrano to the west and northwest, the Cahuilla from the deserts to the east, the Cupeño to the southeast, and the Ipai (northern umeyaay) to the south. All but the Ipai are linguistically similar to the Luiseño, belonging to the Takic subfamily of Uto-Aztecan. The Yuman Ipai have a different language and cultural background but shared certain similarities in social structure, and some Ipai incorporated some Luiseño religious practices.

The Luiseño were divided into several autonomous lineages or kin groups. The lineage represented the basic political unit among most southern California Indians. Each Luiseño lineage possessed a permanent base camp, or village, in the San Luis Rey river valley and another in the mountain region for the exploitation of acorns, although this mobility pattern may only apply to the ethnohistoric present. Nearly all resources of the environment were exploited by the Luiseño in a highly developed seasonal mobility system. Each lineage had exclusive hunting and gathering rights in their procurement ranges and violation of trespass was seriously punished.

Acorns were the most important single food source used by the Luiseño. Their villages were usually located near water, which was necessary for the leaching of acorn meal. Seeds from grasses, manzanita, sage, sunflowers, lemonade berry, chia, and other plants were also used along with various wild greens and fruits. Deer, small game, and birds were hunted, and fish and marine foods were eaten. Generally, women collected the plant resources and the men hunted, but there was no rigid sexual division of labor.

Houses were arranged in the village without apparent pattern. The houses in primary villages were conical structures covered with tule bundles, having excavated floors and central hearths. Houses constructed at the mountain camps generally lacked any excavation, probably due to the summer occupation. Other structures included sweathouses, ceremonial enclosures, ramadas and acorn granaries. Domestic implements included wooden utensils, baskets, and ceramic cooking and storage vessels.

Hunting implements consisted of the bow and arrow, curved throwing sticks, nets and snares. Shell and bone hooks as well as nets were used for fishing. Lithic resources of quartz and volcanics, and some cherts were available locally in some areas. Exotic materials, such as obsidian and steatite, were acquired through trade.

The traditional Luiseño religion is a complex and deeply philosophical belief system with powerful religious leaders, elaborate ceremonies, and a veil of secrecy. Each ritual and ceremonial specialist maintained the knowledge of the full meaning of a ceremony in secrecy and passed on the knowledge to only one heir. The decimation of the population after European contact undoubtedly caused the loss of some religious specialists and brought about abbreviated versions of ceremonies, many of which are still practiced today. Surviving

ceremonies include initiation for cult candidates, installation of religious chiefs, funerals, and clothes burning.

The missions "recruited" the Luiseño to use as laborers and converted them to Catholicism. The inland Luiseño were not heavily affected by Spanish influence until 1816, when an outpost of the mission was established 20 miles farther inland at Pala.

At the time of contact, Luiseño population estimates ranged from 5,000 to as many as 10,000 individuals. Missionization, along with the introduction of European diseases, greatly reduced the Luiseño population. Most villagers, however, continued to maintain many of their aboriginal customs and simply adopted the agricultural and animal husbandry practices learned from Spaniards.

By the early 1820s, California came under Mexico's rule, and in 1834 the missions were secularized resulting in political imbalance that caused Indian uprisings against the Mexican rancheros. Many of the Luiseños left the missions and ranchos and returned to their original village settlements.

When California became a sovereign state in 1849, the Luiseño were recruited more heavily as laborers and experienced even harsher treatment. Conflicts between Indians and encroaching Anglos finally led to the establishment of reservations for some Luiseño populations, including the La Jolla Reservation in 1875. Other Luiseños were displaced from their homes, moving to nearby towns or ranches. The reservation system interrupted Luiseño social organization and settlement patterns, yet many aspects of the original Luiseño culture still persist today. Certain rituals and religious practices are maintained, and traditional games, songs, and dances continue as well as the use of foods such as acorns, yucca, and wild game.

4.6.2.3.e Historic Period

Cultural activities occurring between the late 1700s and the present provide a record of Native American, Spanish, Mexican, and American control, occupation, and land use. An abbreviated history of the region is presented for the purpose of providing a background on the presence, chronological significance, and historical relationship of cultural resources.

Native American control of the southern California region ended in the political views of western nations with Spanish colonization of the area beginning in 1769. De facto Native American control of the majority of the population of California did not end until several decades later. In southern California, Euroamerican control was firmly established by the end of the Garra uprising in the early 1850s.

The Spanish Period (1769-1821) represents a period of Euroamerican exploration and settlement. Dual military and religious contingents established the San Diego Presidio and the San Juan Capistrano and San Luis Rey Missions. The mission system used Native Americans to build a footing for greater European settlement. The mission system also introduced horses, cattle, agricultural goods and implements; and provided construction methods and new architectural styles. The cultural and institutional systems established by the Spanish continued beyond the year 1821, when California came under Mexican rule.

The Mexican Period (1821-1848) includes the retention of many Spanish institutions and laws. The mission system was secularized in 1834, which dispossessed many Native Americans and increased Mexican settlement. After secularization, large tracts of land were granted to individuals and families, and the rancho system was established. Cattle ranching dominated other agricultural activities and the development of the hide and tallow trade with the United States increased during the early part of this period. The Pueblos of San Diego and Los Angeles were established during this period, and Native American influence and control greatly declined. The Mexican Period ended when Mexico ceded California to the United States after the Mexican-American War of 1846-48.

Soon after American control was established (1848-present) gold was discovered in California. The tremendous influx of American and Europeans that resulted quickly drowned out much of the Spanish and Mexican cultural influences and eliminated the last vestiges of de facto Native American control. Few Mexican ranchos remained intact because of land claim disputes and the homestead system increased American settlement beyond the coastal plain. Homesteading and dry farming in the valleys of western Riverside County created a boom period and resulted in massive settlement in the late 1800s. Cities such as Riverside developed to support smaller agricultural communities.

4.6.2.3.f Menifee Area History

The Menifee Valley encompasses a large area in the central portion of what was originally San Diego County but is now western Riverside County. While railroad access was helping to establish settlements in other portions of the region, the Menifee Valley was off the main travel routes and lacked water for irrigation, so it tended to be settled later. The Menifee Valley received its name from Luther Menifee Wilson who came to the area around 1880 and upon finding gold in quartz, claimed the Menifee Quartz Lode. His claims brought others to the area establishing claims and the region soon became known as the Menifee Valley.

Within a few years of the initial mining interest, the area became known for it grain growing potential, mainly as dry farming. One of the initial farmers was Robert Kirkpatrick who, after initially filing for a 640-acre claim, eventually gained control of 3,000 acres continuing large-scale farming well into the 20th Century. William Newport also conducted large-scale farming coming to the valley in 1885. The 1880s saw a general boom in southern California and a number of other families set up small farms in the region during this time.

Families were widely scattered in large farms over the region, so no true town site was initially established. The boom of the 1880s did see the establishment of a store in 1885 or 1886 and a post office in 1887. A school was established by 1890, but although attempts were planned, no true town site was established.

An area northwest of the intersection of Newport Road and Briggs Road was subdivided for a town called "La Belle" by Ira Carpenter, but the area never saw any serious development.

The area of Menifee remained largely rural during the early part of the 20th century. The effect of bust cycles of drought on dry farmers led to the consolidation of many of the smaller farms in the 20th century and the sparse population continued to lack an urban center.

The climate of the region remained as a major asset. Developer Del Webb created a four square mile residential retirement community called Sun City in the Menifee Valley area in 1960. This was one of four similar communities built in the West at the time. This community brought a substantial increase in population to the area, and the further planned community of Menifee Lakes in the late 1980s continued to transform the area from rural agricultural to residential. In 2008, the residents of the communities in the Menifee Valley region voted to incorporate the City of Menifee in Riverside County.

For additional background discussion on the history of the Menifee area, please refer to pp. 5.5-2 through 5.5-6 of the *GPEIR*.

4.6.2.3.g Project Site History

Historic aerial photographs and maps indicate that the Project site was used primarily as agricultural land in the past. U. S. Government Land Office Plat Maps do not show any structures on the Project site on maps dating to 1860 and 1880. The land that now encompasses the Project site was granted to the Southern Pacific Railroad Company in 1883 by the Federal government. Nearby lands were frequently patented to private individuals in the period between 1889 and 1892, and it is likely the Southern Pacific Railroad Company sold the land to a private party during this period. A structure is plotted in the southeastern portion of the Project site, immediately west of Briggs Road, on the 1901 Elsinore 30' USGS Quadrangle map surveyed in 1897-1898 (reference **Figure 4.6-1, *Project Location on 1901 USGS Map***). No information could be found as to the identity of this building, but it probably represents a rural farmhouse.

The structure does not appear on later historic maps of the area from 1948 to present. And as small farms were rapidly consolidated after the turn of the 20th Century, the building was probably abandoned and eventually torn down. An aerial photograph from 1967 shows no indication of a structure in the area and the entire Project site was fallow but recently plowed agricultural land (reference **Figure 4.6-2, *Project Area Aerial in 1967***). The 1978 aerial photograph of the area continues to show the Project site as open agricultural land (reference **Figure 4.6-3, *Project Area Aerial in 1978***).

The Abacherli Dairy was a family business initially established by Arnold Abacherli in Chino in 1921. The dairy later moved to Anaheim. Arnold's son, Frank and his wife Shirley, relocated their home and the dairy to Menifee in 1981. The existing residential and commercial structures and associated landscaping in the Project site date to this period. They do not appear on the 1985 USGS quadrangle map of the area, but this may be due to the survey date for the map. The current buildings first appear on the 1996 aerial photograph of the Project site (reference **Figure 4.6-4, *Project Area Aerial in 1996***). Frank Abacherli died in 2013. Ron Abacherli, one of five children, ran the dairy until 2014 when it was closed.

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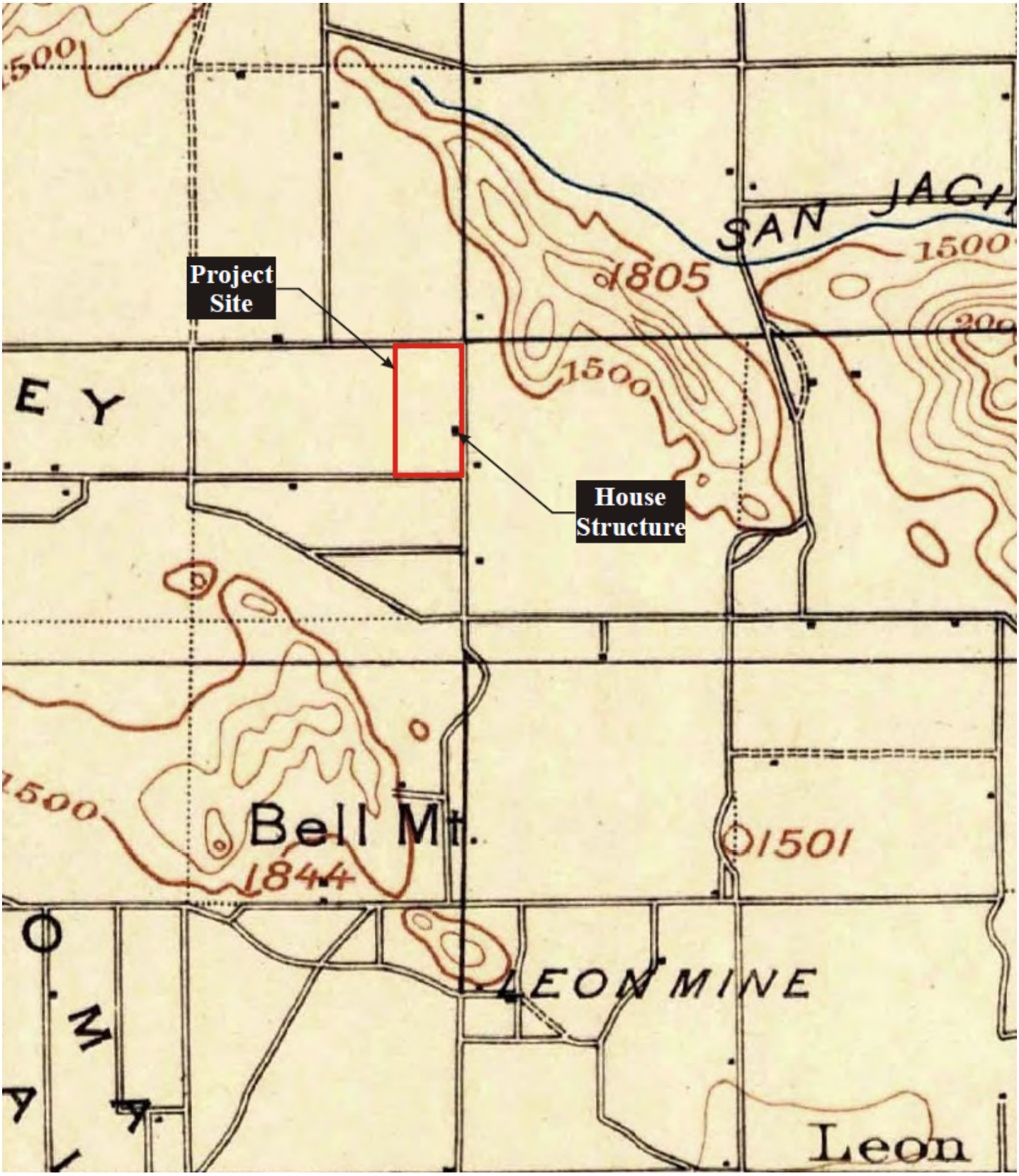
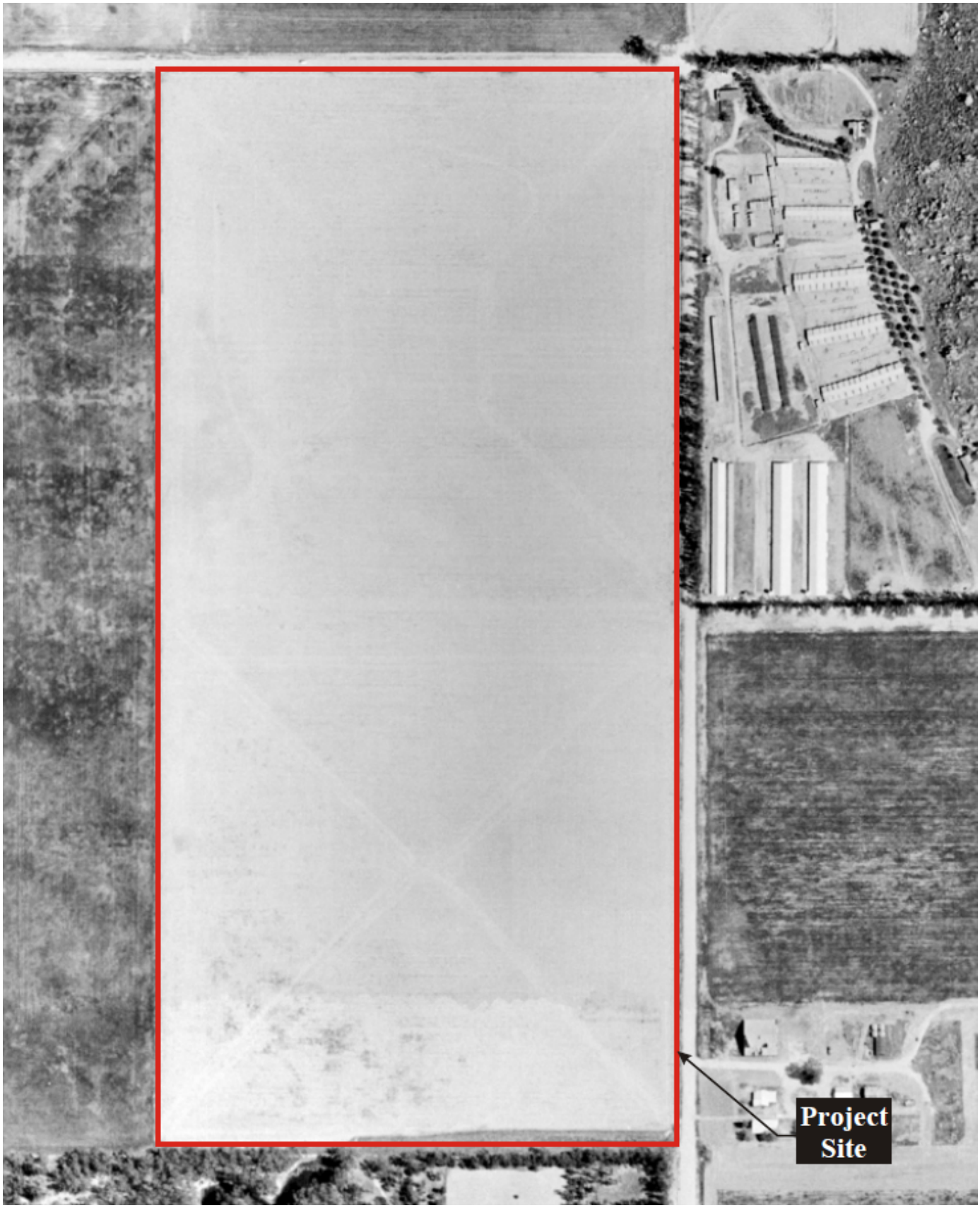
Figure 4.6-1
Project Location on 1901 USGS Map



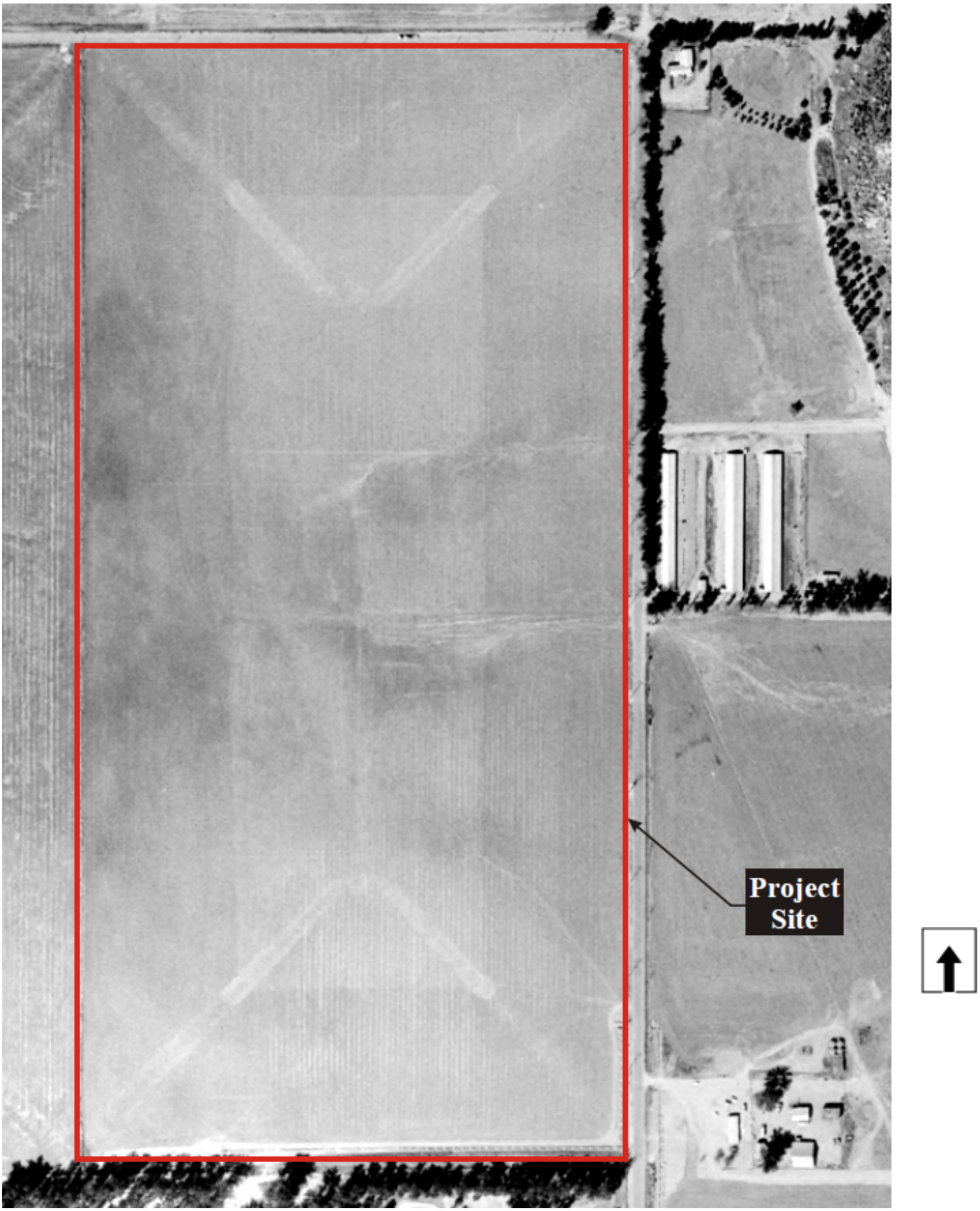
Source: CRA (**Appendix E1**)

Figure 4.6-2
Project Area Aerial in 1967



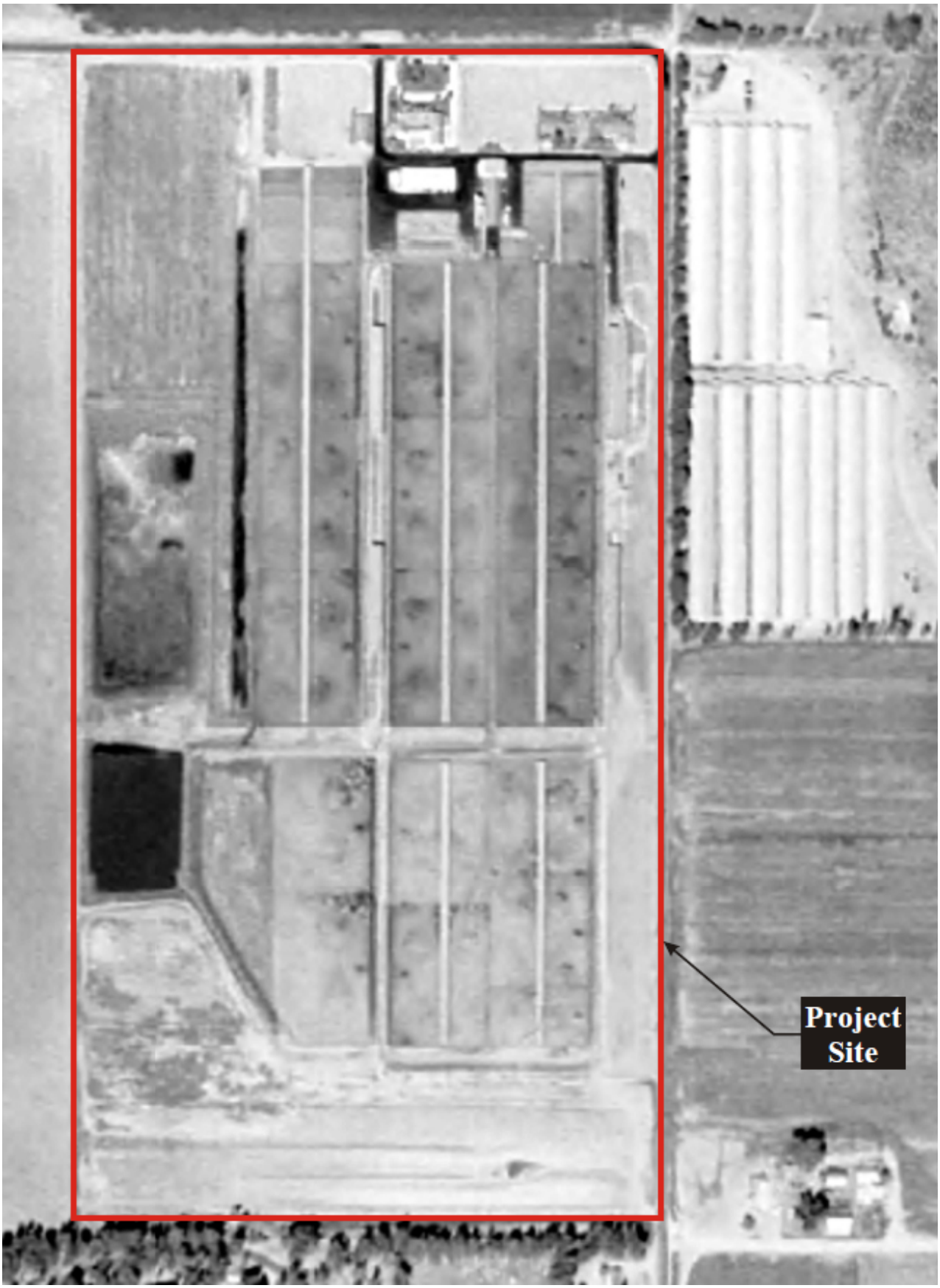
Source: CRA (**Appendix E1**)

Figure 4.6-3
Project Area Aerial in 1967



Source: CRA (**Appendix E1**)

Figure 4.6-4
Project Area Aerial in 1967



Source: CRA (**Appendix E1**)

4.6.2.4 Regulatory Setting

4.6.2.4.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.

4.6.2.4.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 4.6.5 below).

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))

4.6.2.4.c Local

City of Menifee General Plan

The following are the applicable General Plan Goals and 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 Luiseno Indians and Soboba Band of Luiseno Indians, such as tribal burial grounds, by avoiding activities that would negatively impact the sites.
- **Policy OSC-5.4:** 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.

4.6.3 Thresholds of Significance

As discussed in Subsection 4.6.1, above, as a result of comments received on the NOP and at the scoping meeting, Project impacts to one (1) 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 pursuant to §15064.5.

The question posed in the IS, and as modified by the revised CEQA guidelines, 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. It should be noted that the analysis below will supersede the analysis pertaining to the analysis provided for this Threshold in the IS.

4.6.4 Potential Impacts

THRESHOLD a: Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Less Than Significant Impact

Historical Resources

As stated above, 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))

Overall Methodology

The following methodology was used to determine if the Project would cause a substantial adverse change in the significance of a historical resource as defined in §15064.5.

The archaeological inventory for the Project included archival and other background studies conducted prior to performing the field survey of the Project site. The archival research consisted of a literature and records search at the regional archaeological repository. This information was used to identify previous studies associated with the property and previously recorded resources. A one-mile radius of the Project was requested in the record search to determine the types of resources that might occur in the survey vicinity.

The records and literature search for the Project was conducted at the Eastern Information Center (EIC) at the University of California, Riverside (reference Appendix B of the *CRA*). The records search results indicate that the Project site has not been previously surveyed, and no recorded resources occur in the current Project site. At least 47 cultural investigations have been conducted within a one-mile radius of the Project site and documented at the EIC (these are summarized in Table 1 of the *CRA*).

These investigations have resulted in the recording of 58 cultural resources (shown on Table 2 of the *CRA*). The majority (approximately 47) of these resources are prehistoric, while eight are historic, and three have both prehistoric and historic attributes present.

Historic research included an examination of a variety of resources. The current listings of the National Register of Historic Places were checked through the National Register of Historic Places website. The California Inventory of Historic Resources (State of California 1976) and the California Historical Landmarks (State of California 1992) were also checked for historic resources.

Survey Research Design

The goal of the *CRA* was to identify any cultural resources that might be affected by the Project. To accomplish this goal, background information was examined and assessed, and a field survey was conducted to identify cultural remains. Based on the records search and historic map check, cultural resources within the Project area are most likely to be prehistoric, although

historic resources exist nearby. The current field survey was conducted to identify any unrecorded resources within the Project site.

Survey Methods

As discussed above, the records search conducted at EIC provided site records and reports for the Project site and a one-mile radius of the Project site, along with historic research.

The current survey was conducted on June 15, 2017 by Andrew R. Pigniolo. Per the appropriate protocol associated with Tribal outreach, the archaeologist reached out and notified the tribes to see if they wanted to participate in the survey. Alicia Olea of the Soboba Band of Luiseño Indians, San Jacinto, and Cameron Linton of the Pechanga Band of Luiseño Indians, Temecula, served as Native American monitors and assisted in the survey.

The inventory included an intensive 5 to 10-m interval transect survey throughout the Project site. The Project site has been heavily disturbed by previous development associated with over 30 years of dairy-associated use on the property. Surface visibility was highly variable depending upon previous development. Some areas were completely paved or covered with concrete and fill base while other areas had been excavated and provided a view of subsurface conditions. Undeveloped areas had moderate weed cover or were completely cleared. Survey visibility averaged approximately 50 percent. Although existing hardscape and landscaping obscured visibility in some areas, native soils were observed across the property; thus, the cultural resources survey of the Project adequately served to identify cultural resources, had any been present.

Survey Results

No cultural resources were observed within the Project site. The Project location is generally level. Nearby hillside margin ecotone environments probably served as a more attractive location for prehistoric occupation than the Project site. The native soil had very few rock inclusions. Base fill material appears to have been imported and placed under many of the dairy structures on the site. This fill included Bedford Canyon metasedimentary rock and schist.

Past soil disturbance was present in many areas providing some indication of subsurface soil conditions. Significant excavations on the western side of the property for agricultural waste ponds provided subsurface profiles of the alluvial soils. The potential for impacts to buried prehistoric cultural resources is low, based on an absence of cultural material in subsurface cuts observed during the survey. No evidence of prehistoric or historic cultural material was observed at the Project site.

The existing structures on the property are not of historic age. As stated in the IS, the Project site does not satisfy any of the criteria for a historic resource defined in Section 15064.5 of the State CEQA Guidelines. In addition, the Project site is not listed with the State Office of Historic Preservation or the National Register of Historic Places. No impacts will occur.

The trees and landscaping associated with these structures also date from 1981 or after, and do not qualify as heritage trees. Please the detailed discussion in Subchapter 4.5, Biological

Resources of this DEIR, as it relates to heritage trees. All of the trees located on the site are mature, non-native, cultivated trees, planted as landscaping except for the 2 Eucalyptus trees located at the southern end of the property. Although the trees found on-site are mature, they are non-native species less than 50 years old, which is the typical threshold for cultural significance. Due to the lack of historical significance of the property, and the species found on-site, as well as the other factors discussed in Section 4.5, the Arborist concluded that none of the existing trees would be classified as "Heritage Trees."

The Project will not conflict with Section 9.86.020 of the Menifee Municipal Code protecting heritage trees. Therefore, impacts, as they pertain to heritage trees, are considered less than significant.

The location of the historic-age structure, plotted on a 1901 topographic map, was paved and covered with a thin layer of fill. The structure is noted on the 1901 maps but was probably removed decades ago as there is no history of the structures removal. Therefore, the cultural archeologist required monitoring of grading in the vicinity of the location where the structure was plotted on the 1901 map in case artifacts were uncovered during excavation and grading of native soils only. Concrete was broken down in size (based on geotechnical recommendations) and was placed as engineered fill into two of the three deep existing settling basins located in the southwesterly region of the Project site. Monitoring occurred during these activities and no historic resources were affected.

4.6.5 Avoidance, Minimization, Standard Conditions, and Mitigation Measures

Avoidance

No avoidance measures are required.

Minimization

No minimization measures are required.

Standard Condition(s)

Standard conditions and mitigation measures were presented in the IS (Section V.5); the City of Menifee has since revised the approach taken regarding mitigation and now uses all standard conditions for all projects throughout the City in place of the mitigation measures previously proposed in the IS. This Subchapter incorporates **Standard Conditions SC-CUL-1** through **SC-CUL-9**; there are no longer any mitigation measures. 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 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).**

SC-CUL-9 **(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.

Mitigation Measure(s)

No mitigation measures are required.

4.6.6 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-9**, 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.

4.6.7 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-9**. 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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4.7 GEOLOGY AND SOILS

4.7.1 Introduction

This Subchapter will evaluate the environmental impacts to the issue area of geology and soils from implementation of the Project. Section V.6., Geology and Soils, of the Initial Study (IS, Subchapter 8.3, *Initial Study*) posed the following questions:

a.i Would the Project 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?

a.ii Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

a.iii Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

a.iv. Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

b. Would the Project result in substantial soil erosion or the loss of topsoil?

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

d. Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property?

e. Would the Project 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?

Based on the analysis in the IS it was determined that the questions pertaining to issue areas a.i, a.ii, a.iii, a.iv, b., d., and e., related to geology and soils (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 significant impact” to those issue areas, as a result of implementation of the Project.

Based on the analysis in the IS, the remaining one (1) issue area, c., related to geology and soils in the questions asked above **would** be further analyzed in the DEIR.

Standard Conditions SC-GEO-1 (CBC), **SC-AQ-3** (Rule 403), and **SC-HYD-3** (NPDES) shall be carried over to this DEIR. No mitigation measures were presented in the IS that shall be carried over to this DEIR.

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 5.6 – Geology and Soils*) https://www.cityofmenifee.us/262/Draft-Environmental-Impact-Report
- The *Geotechnical Evaluation for Proposed Single-Family Residential Development 29875 Newport Road Menifee, Riverside County, California*, prepared by GEOTEK, Inc., March 2016 (*Geo Evaluation*, **Appendix F1**)
- *Soil Sample Analysis Results*, prepared by Waypoint Analytical, February 2016 (*SSAR*, **Appendix F2**)
- South Coast Air Quality Management District Rule 403 http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403.pdf

Comment Letters Received on the Notice of Preparation (NOP)

Comment Letter #7 was received from Jan L. Westfall (dated 10/4/17) regarding geology or soils resources in response to the NOP. Within this comment letter were the following comments pertaining to regarding geology or soils:

- The EIR must comprehensively address all of the Project's potentially significant environmental effects.
    - The IS does not appear to address sufficiently issues raised in the analysis of the geology of the soils in the Project area.
    - The undocumented fill present on the site should be addressed.

Response: This comment is a statement of an opinion and is not supported by any factual information. The City, in exercising its discretion, has determined that the information contained in the IS is sufficient to address the Project impacts to geology and soils pertaining to issue areas "a.i", "a.ii", "a.iii", "a.iv", "b", d", and "e." Therefore, as concluded in the IS, only question "c" will be the focus of the analysis in this DEIR.

No issues were raised at the public scoping meeting, regarding geology and soils resources or issues.

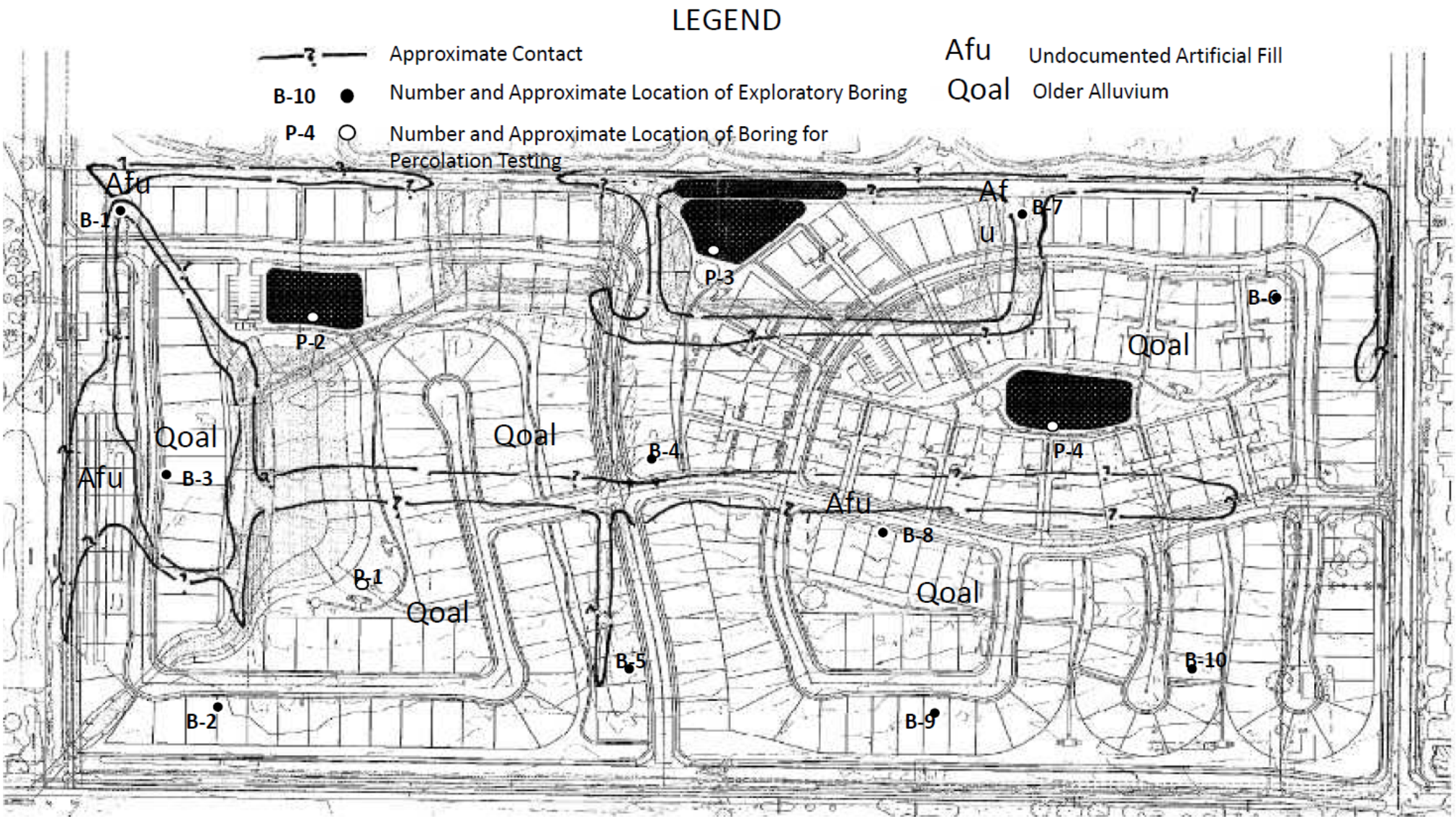
Therefore, the above issue identified in c., and the issues identified in the IS/NOP (summarized above), are the focus of the following evaluation of geology and soils.

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

4.7.2 Environmental Setting

The field exploration for *Geo Evaluation* was conducted on February 9 and 10, 2016 and consisted of excavating 14 exploratory borings with the aid of a hollow stem tract drill rig to depths of 10 feet to 51.5 feet. The borings were drilled within the proposed development as shown on **Figure 4.7-1, *Geotechnical Map***.

Figure 4.7-1
Geotechnical Map



Source: Geo Evaluation (**Appendix F1**)

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Laboratory testing was performed on selected bulk and relatively undisturbed samples collected during the field exploration. The purpose of the laboratory testing was to confirm the field classification of the materials encountered and to evaluate their physical properties for use in the engineering design and analysis.

4.7.2.1 Regional Geologic Setting, Local Geology and Project Earth Materials

The Project site is situated in the Peninsular Ranges province, which is one of the largest geomorphic units in western North America. Basically, it extends from the Transverse Ranges geomorphic province and the Los Angeles Basin, approximately 900 miles south to the tip of Baja California. This province varies in width from about 30 to 100 miles. It is bounded on the west by the Pacific Ocean, on the south by the Gulf of California and on the east by the Colorado Desert Province.

The Peninsular Ranges are essentially a series of northwest-southeast oriented fault blocks. Three major fault zones are found in this province. The Elsinore Fault zone and the San Jacinto Fault zone trend northwest-southeast and are found near the middle of the province. The San Andreas Fault zone borders the northeasterly margin of the province. The nearest active fault is the San Jacinto Fault, which is located approximately six (6) miles east of the Project site.

The Project site is located in an area geologically mapped to be underlain by older alluvial fan deposits. Reference **Figure 4.7-2, *Regional Geologic Map***.

A brief description of the earth materials encountered at the Project site is presented below. Based on site reconnaissance, exploratory excavations and review of published geologic maps, the Project site is locally underlain by undocumented artificial fill, older alluvial materials and granitic bedrock at depth.

Undocumented Artificial Fill (Afu)

Undocumented artificial fill (Afu) was encountered in borings B-1, B-8 and B-9 between approximate depths of 2 and 3 feet. Undocumented fill is associated with past grading to create berms/access roads. Based on a conversation with the current owner of the property, thicker zones of undocumented fill are known to exist on the site, including an area along the northwest portion of the site (north of one of the detention basins), where a zone approximately 9 feet wide by 100 feet long and 8 feet deep contains buried debris. The fill encountered consists of brown, orange brown and dark brown, slightly moist to moist, medium dense to dense silty fine to coarse sand with local cobbles.

Older Alluvium (Qoal)

Older alluvium (Qoal) was observed in all the borings. The older alluvium generally consists of red brown to orange brown and brown, slightly moist to moist, dense to very dense silty fine to coarse sand with occasional clay and, less common, stiff to hard clayey silt, silty clay, sandy clay and silt.

According to the results of the laboratory testing performed, the older alluvium tested exhibit a “low” expansion potential.

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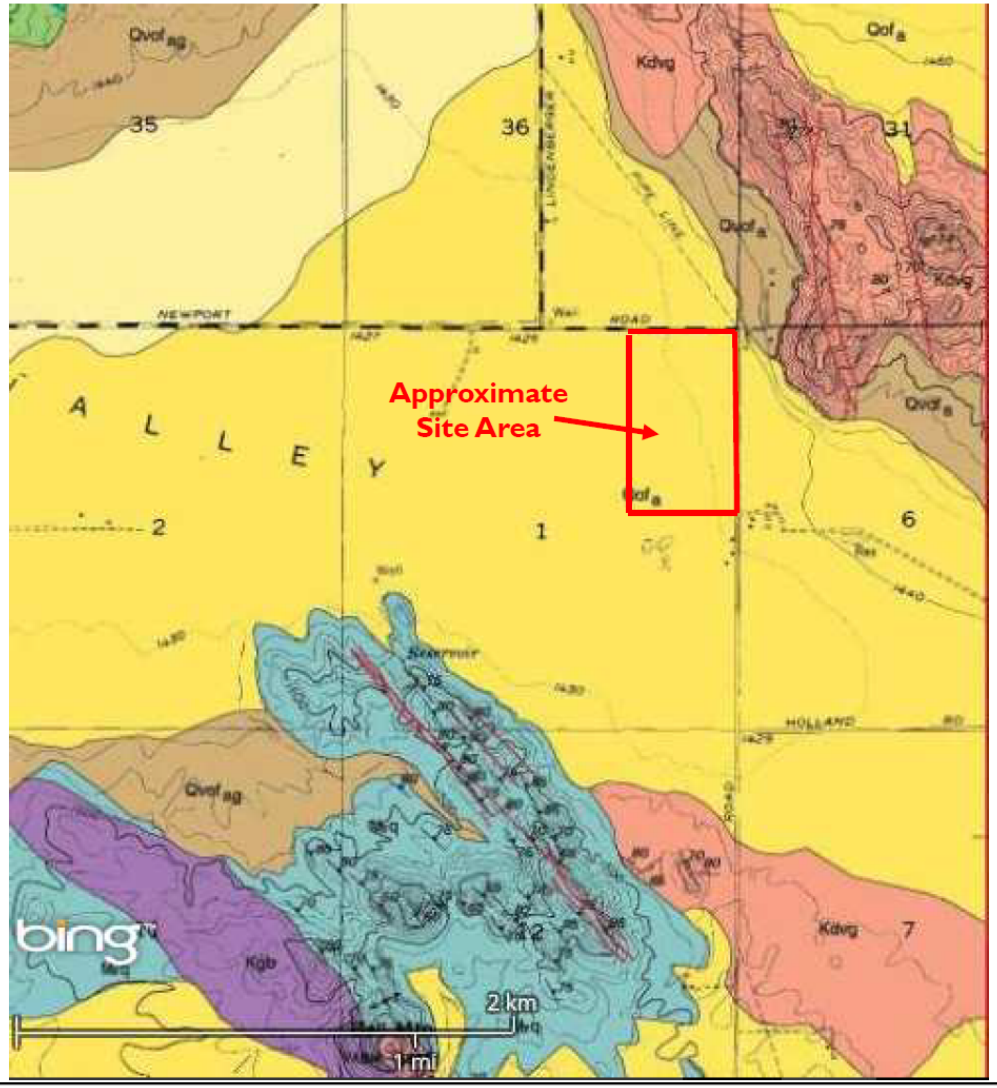
Figure 4.7-2
Regional Geologic Map



LEGEND

Qofa - Quaternary Old Alluvial Fan Deposits

Qvofa - Quaternary Very Old Alluvial Fan Deposits

Kdvg – Grandiorite to Tonalite

Mzq - Quartz rich rocks

Reference Map: Geologic Map of the Romoland 7.5' Quadarangle, Riverside County, CA, Mortan, et.al., USGS Survey OF-2003-102.

Source: Geo Evaluation (**Appendix F1**)

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Bedrock

Granitic bedrock, likely consisting of granodiorite or tonalite was encountered underlying the older alluvium at depths of 20.5 and 15.5 feet in borings B-9 and B-10, respectively. The granitic bedrock is hard to very hard and consists of medium to coarse crystals which are tan, light orange brown and black.

4.7.2.2 Topography

Review of the Romoland California 7½-minute topographic quadrangles indicates that the topography of the Project site is flat and the elevation is approximately 1,440 feet above mean sea level (AMSL).

4.7.2.3 Surface Water and Groundwater

Surface water was locally observed on the site at the time of subsurface exploration. The surface water encountered was the result of recent heavy rains. Overall surface drainage in the area is generally to the southwest.

Groundwater was not encountered on-site in exploratory excavations to a maximum depth of 51.5 feet below existing grade. Depth to groundwater is currently roughly 100 feet below ground surface in the general site area. Data obtained from the California Department of Water Resources for two wells located in the southern portion of the site indicate groundwater greater than 90 feet below ground surface.

It is possible that seasonal variations (temperature, rainfall, etc.) will cause fluctuations in the groundwater level. Additionally, perched water may be encountered in discontinuous zones within the overburden.

4.7.2.4 Faulting and Seismicity

Faulting

The geologic structure of the entire California area is dominated mainly by northwest-trending faults associated with the San Andreas system. The Project site is in a seismically active region. No active or potentially active fault is known to exist at this site, nor is the site situated within a State of California designated *"Alquist-Priolo"* Earthquake Fault Zone, or County of Riverside fault zone.

4.7.2.5 Landslide

4.7.2.5.a Earthquake Induced Landslides

Strong ground shaking can worsen existing slope instability. Earthquake-induced landslides can overrun structures, harm people, sever utility lines, and block roads, thereby hindering rescue operations after an earthquake. Conditions contributing to such landslides include high earthquake potential; rapid uplift and erosion resulting in steep slopes and deeply incised canyons; highly fractured and folded rock; and rock with inherently weak components, such as

silt or clay layers.

The General Plan area contains many rugged, moderately steep hills and low mountains consisting of granitic and metamorphic bedrock; these bedrock areas are susceptible to landslides of surface material that could impact structures directly downslope. Granite weathers into large boulders, posing rockfall hazard to structures below. Parts of the General Plan area where there is a potential for earthquake-induced landslides are shown on Figure 5.6-3 of the *GPEIR*. 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 just beyond one-quarter mile to northeast of the Project site, across Briggs Road.

4.7.2.5.b Slope Failures

Slope failures occur in a variety of forms. Gross failures include deep-seated or relatively thick slide masses, such as landslides, whereas surficial failures can range from minor soil slips to destructive mud or debris flows. Failures can occur on natural or man-made slopes. Most failures of man-made slopes occur on older slopes built at slope gradients steeper than those allowed by today's grading codes. Although infrequent, failures can also occur on newer, graded slopes, generally due to poor engineering or poor construction. Furthermore, slope failures often occur as elements of interrelated natural hazards in which one event triggers a secondary event, such as earthquake-induced landsliding, fire-flood sequences, and storm-induced mudflows.

4.7.2.5.c Gross Failures

Landslides are movements of relatively large landmasses, either as nearly intact bedrock blocks or as jumbled mixes of bedrock blocks, fragments, debris, and soils. Landslide materials are commonly porous and very weathered in the upper portions and along the margins of the slide. The rock types in the Menifee General Plan area are generally resistant to large landslide failures, and no landslides have been mapped within the City. However, depending on their fracture pattern, foliation, and weathering, these rocks may become susceptible to slope failure if they are cut to very steep gradients, such as are commonly found in highway road cuts. None of these are located in proximity of the Project site.

4.7.2.5.d Surficial Failures

Surficial may be present locally in hillside areas, typically occurring in drainage swales and in the accumulated sediments and deeply weathered bedrock near the base of steep slopes. Surficial failures generally occur throughout the mountainous areas during winters of particularly heavy and/or prolonged rainfall. The most common types of surficial instability are described below.

Slope Creep/Rock Creep

Slope creep is imperceptibly slow and relatively continuous movement of rock and/or soil on moderate to steep slopes. Creep occurs most often in soils that develop on fine-grained rock units. Rock creep is a similar process and involves permanent deformation of the outer few feet of the rock face resulting in folding and fracturing. Rock creep is most common in highly

fractured, fine-grained rock units, such as siltstone, claystone and shale, but can also occur in igneous and metamorphic rocks, such as those that form the local mountains.

Creep also occurs in graded fill slopes. This is related to the alternate wetting and drying of slopes constructed with fine-grained, expansive soils. The repeated expansion and contraction of the soils at the slope face leads to loosening and fracturing of the soils, thereby leaving the soils susceptible to creep. Soil creep is not catastrophic, but it can cause damage to structures and improvements located at the tops of slopes. Soil creep and creep of graded fill slopes are not a widespread hazard in the City, since most soils in this area are granular and not highly expansive. Rock creep is not a common hazard in the rock types found in the City.

Soil slip failures are generated by strong winter storms and are widespread in mountainous areas, particularly after winters with prolonged and/or heavy rainfall. Failures occur on canyon slopes and in soils that have accumulated in swales, gullies and ravines. Slope steepness has a strong influence on the development of soil slips, with most slips occurring on slopes having gradients between about 27 and 56 degrees. Slopes within this range of gradients are present in the higher hills and mountains. The Project site is relatively flat.

Debris Flow

Debris flow is the most dangerous and destructive of all types of slope failure. A debris flow (also called mudflow, mudslide, and debris avalanche) is a rapidly moving slurry of water, mud, rock, vegetation and debris. Larger debris flows are capable of moving trees, large boulders, and even cars. This type of failure is especially dangerous as it can move at speeds as fast as 40 feet per second (27 miles per hour), is capable of crushing buildings, and can strike with very little warning. As with soil slips, the development of debris flows generally occur during or shortly after very heavy storms.

A debris flow most commonly originates as a soil slip in the rounded, soil-filled “hollow” at the head of a drainage swale or ravine. The rigid soil mass is deformed into a viscous fluid that moves down the drainage, gathering additional soil and vegetation into the flow.

Watersheds that have been recently burned typically yield greater amounts of soil and debris than those that have not burned. Erosion rates during the first year after a fire are estimated to be 15 to 35 times greater than normal, and peak discharge rates range from 2 to 35 times higher. These rates drop abruptly in the second year and return to normal after about 5 years.

Within the City, locations most susceptible to debris flows are at the base of moderate to steep slopes or at the mouths of small to large drainage channels. Although surficial slope failures were not generally visible after the recent heavy winter rains, small surficial landslides, debris flows, and rock falls have been reported in the area in the past.

Rockfalls

Rockfalls are free-falling to tumbling masses of bedrock that have broken off steep canyon walls or cliffs. The debris from repeated rockfalls typically collects at the base of extremely steep slopes in cone-shaped accumulations of rock fragments called talus. Rockfalls can happen wherever fractured rock slopes are oversteepened by stream erosion or human activities.

The granitic bedrock common to the hillsides located in the City of Menifee weathers into large boulders that perch precariously on slopes, posing a rockfall hazard to areas adjacent to and below these slopes. A rockfall may happen suddenly and without warning but is more likely to occur in response to earthquake-induced ground shaking, during periods of intense rainfall, or as a result of human activities, such as grading and blasting. Rockfall hazard in the City is largely restricted to properties at or near the base of boulder-covered slopes.

4.7.2.6 Subsidence

Ground subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement. Most ground subsidence is induced by humans. In the areas of California where ground subsidence has been reported (such as the San Joaquin Valley, Coachella Valley, and Wilmington), this phenomenon is most commonly associated with the extraction of fluids (water and/or petroleum) from subsurface sediments. Subsidence can also occur when dry collapsible soils become saturated. Less commonly, ground subsidence can occur as a response to natural forces such as earthquake movements.

Ground-surface effects related to regional subsidence can include earth fissures, sinkholes or depressions, and disruption of surface drainage. Damage is generally restricted to structures sensitive to slight changes in elevations, such as canals, levees, underground pipelines, and drainage courses; however, significant subsidence can result in damage to wells, buildings, roads, railroads, and other improvements. Subsidence due to the overdraft of groundwater supplies can also result in the permanent loss of aquifer storage capacity. Subsidence has largely been brought under control in affected areas by careful management of local water supplies, including reducing pumping of local wells, importing water, and using artificial recharge.

Although subsidence has not been reported in Menifee, this hazard has been documented nearby in the San Jacinto Valley, from Hemet to Moreno Valley, and in Temecula and Murrieta. In the San Jacinto Valley and Temecula, the subsidence and related ground fissuring have been attributed to groundwater withdrawal. In Murrieta, rapid growth of the area led to large-scale application of landscape water to arid alluvial soils. This caused a rise in the water table and subsequent collapse of the soils, resulting in localized surface land subsidence and ground fissures, which cost millions of dollars in property damage to homes, schools, and infrastructure.

The City is above the southwestern part of the San Jacinto Groundwater Basin. Natural replenishment to the basin is via percolation from the San Jacinto River and its tributaries; less recharge comes from rainfall on the valley floor. Natural recharge has been artificially increased since the early 1900s by spreading floodwaters over the adjacent sandy washes in the upper reaches of the river. Today, artificial recharge also occurs by percolation of imported water through infiltration ponds in the upper reaches of the river, Lake Perris, and storage ponds distributed throughout the valleys. Artificial recharge often exceeds natural recharge, especially in dry years.

In 1915, groundwater levels in the greater part of the Menifee, Paloma, and Winchester valleys were within 10 to 20 feet of the surface. In the Sun City and Perris Valley area, groundwater was deeper, ranging from about 40 to 100 feet deep. Over the following decades, groundwater levels in various parts of the basin declined and/or rose, largely as a result of pumping, artificial

recharge, and recycling of water, as well as changes that occurred in usage as the Menifee area transitioned from agriculture to urbanization. More recently, well water levels in the City ranged from about 6 feet to 176 feet deep.

4.7.2.7 Liquefaction and Lateral Spreading

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. Lateral spreading is defined as the mostly horizontal movement of gently sloping ground (less than 5% surface slope) due to elevated pore pressures or liquefaction in underlying, saturated soils. 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.

4.7.2.8 Collapse

Hydroconsolidation or soil collapse typically occurs in recently deposited, Holocene-age soils that accumulated in an arid or semiarid environment. Soils prone to collapse are commonly associated with alluvial fan and debris flow sediments deposited during flash floods. These soils are typically dry and contain minute pores and voids. When collapsible soils become saturated, their grains are rearranged and lose cementation, resulting in substantial and rapid settlement under relatively light loads. An increase in surface water infiltration, such as from irrigation, or a rise in the groundwater table, combined with the weight of a building or structure, can initiate rapid settlement and cause foundations and walls to crack. Typically, differential settlement of structures occurs when landscaping is heavily irrigated near the structure's foundation.

The young and very young alluvial sediments in the City may be locally susceptible to this hazard due to their low density, rapid deposition in alluvial fans, and the generally dry condition of the upper soils.

4.7.2.9 Regulatory Setting

Federal

Seismic Design Parameters

The Project site is located at approximately latitude: 33.682797°N and longitude: -117.140393°W. Site spectral accelerations (S_s and S_1), for 0.2 and 1.0 second periods for a Class "D" site, were determined from the USGS Website, Earthquake Hazards Program, U.S. Seismic Design Maps for Risk-Targeted Maximum Considered Earthquake (MCER) Ground

Motion Response Accelerations for the Conterminous 48 States by Latitude/Longitude. The results are presented in **Table 4.7-1, *Site Seismic Parameters***, below:

Table 4.7-1
Site Seismic Parameters

Mapped 0.2 sec Period Spectral Acceleration, S_s	1.5g
Mapped 1.0 sec Period Spectral Acceleration, S_1	0.6g
Site Coefficient for Site Class "C", F_a	1.0
Site Coefficient for Site Class "C", F_v	1.5
Maximum Considered Earthquake Spectral Response Acceleration for 0.2 Second, S_{MS}	1.5g
Maximum Considered Earthquake Spectral Response Acceleration for 1.0 Second, S_{MI}	0.9g
5% Damped Design Spectral Response Acceleration for 0.2 Second, S_{DS}	1.0g
5% Damped Design Spectral Response Acceleration for 0.2 Second, S_{DI}	0.6g

Source: *Geo Evaluation* (**Appendix F1**)

State

California Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act (Act) was signed into state law in 1972. Its primary purpose is to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy across the trace of an active fault. The Act requires the State Geologist to delineate "Earthquake Fault Zones" along faults that are "sufficiently active" and "well defined." The Act also requires that cities and counties withhold development permits for sites within an earthquake fault zone until geologic investigations demonstrate that the sites are not threatened by surface displacement from future faulting. Pursuant to this Act, structures for human occupancy are not allowed within 50 feet of the trace of an active fault.

Seismic Hazard Mapping Act

The Seismic Hazard Mapping Act (SHMA) was adopted by the state in 1990 to protect the public from the effects of nonsurface fault rupture earthquake hazards, including strong ground shaking, liquefaction, seismically induced landslides, or other ground failure caused by earthquakes. The goal of the act is to minimize loss of life and property by identifying and mitigating seismic hazards. The California Geological Survey prepares and provides local governments with seismic hazard zone maps that identify areas susceptible to amplified shaking, liquefaction, earthquake-induced landslides, and other ground failures. Geotechnical investigations for projects within seismic hazard zones are required by the Seismic Hazards Mapping Act to evaluate seismic hazards.

California Building Code

Current law states that every local agency enforcing building regulations, such as cities and counties, must adopt the provisions of the California Building Code (CBC) within 180 days of its publication. The publication date of the CBC is established by the California Building Standards Commission and the code is also known as Title 24, Part 2 of the California Code of Regulations. The most recent building standard adopted by the legislature and used throughout the state is the 2016 version of the CBC, often with local, more restrictive amendments that are based on local geographic, topographic, or climatic conditions. These codes provide minimum standards to protect property and public safety by regulating the design and construction of excavations, foundations, building frames, retaining walls, and other building elements to mitigate the effects of seismic shaking and adverse soil conditions. The CBC contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock onsite, and the strength of ground shaking with specified probability of occurring at a site.

Natural Hazards Disclosure Act

The Natural Hazards Disclosure Act requires that sellers of real property and their agents provide prospective buyers with a "Natural Hazard Disclosure Statement" when the property being sold lies within one or more state-mapped hazard areas, including a Seismic Hazard Zone. California law also requires that when houses built before 1960 are sold, the seller must give the buyer a completed earthquake hazards disclosure report and a booklet titled "The Homeowners Guide to Earthquake Safety." This publication was written and adopted by the California Seismic Safety Commission.

Soils Investigation Requirements

Requirements for soils investigations for subdivisions requiring tentative and final maps, and for other specified types of structures, are in California Health and Safety Code Sections 17953–17955, and in Section 1802 of the 2010 California Building Code. Testing of samples from subsurface investigations is required, such as from borings or test pits. Studies must be done as needed to evaluate slope stability, soil strength, position and adequacy of load-bearing soils, the effect of moisture variation on load-bearing capacity, compressibility, liquefaction, differential settlement, and expansiveness.

Regional

South Coast Air Quality Management District Rules 403 and 403.2: Fugitive Dust Control. Construction operations are subject to the requirements established by the SCAQMD including Rule 403, Fugitive Dust. Rule 403 requires the use of best available control measures for fugitive dust

Applicable General Plan Goals and 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.

4.7.3 Thresholds of Significance

As discussed in Subsection 4.7.1, above, the Project impacts to one (1) criteria pertaining to geology and soils will be analyzed in this DEIR. According to Appendix G of the CEQA Guidelines, and the IS, the Project would have a significant impact if it would:

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.

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 geology and soils changes in the environment are addressed in response to the above thresholds in the following analysis.

4.7.4 Potential Impacts

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

Less Than Significant with Mitigation Incorporated

Geologic Unit

The Project site is situated in the Peninsular Ranges province, which is one of the largest geomorphic units in western North America, and is locally underlain by undocumented artificial fill, older alluvial materials and granitic bedrock at depth. Undocumented fill is associated with past grading to create berms/access roads. Older alluvium was observed in all the borings on the Project site. The older alluvium exhibits a "low" expansion potential. Granitic bedrock, likely consisting of granodiorite or tonalite was encountered underlying the older alluvium at depths of 20.5 and 15.5 feet in borings B-9 and B-10, respectively. The granitic bedrock is hard to very hard.

The Project site is in a seismically active region. No active or potentially active fault is known to exist at this site, nor is the site situated within a State of California designated *"Alquist-Priolo"* Earthquake Fault Zone, or County of Riverside fault zone.

Water was not encountered on-site in exploratory excavations to a maximum depth of 51.5 feet below existing grade. Depth to groundwater is currently roughly 100 feet below ground surface in the general site area. Data obtained from the California Department of Water Resources for two wells located in the southern portion of the site indicate groundwater greater than 90 feet below ground surface.

Based on this information, the Project site is located on a geologic unit or soil that would be considered stable for purposes of the development envisioned by the Project.

As a standard condition of approval, the Project will be required to comply with the requirements of the most recent California Building Code (CBC) at the time of grading and building issuance (**Standard Condition SC-GEO-1**). This is a standard requirement and is not considered unique mitigation under CEQA.

<u>On- or Off-Site Landslide</u>

The topography of the Project site is flat, and the elevation is approximately 1,440 feet above mean sea level. Evidence of ancient landslides or slope instabilities at this site was not observed as part of the *Geo Evaluation*. According to Figure 6-1, *Surrounding Topography*, of the IS, 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 just beyond one-quarter mile to northeast of the Project site. The Ramona Egg Ranch is situated between this slope and the Project site. Due to its distance from the Project site, it is anticipated that the majority of any landslides from this slope would not affect the Project. The potential for landslides is considered negligible both on-site or off-site. Due to the level site topography and the Project siting/location, the Project would not be subject to the following: earthquake induced landslides, slope failures, gross failures, or surficial failures (slope creep, debris flows, or rockfalls).

<u>Liquefaction / Lateral Spreading</u>

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. 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 90 feet) and the underlying dense nature of the subsurface soils.

Lateral spreading is defined as the mostly horizontal movement of gently sloping ground (less than 5% surface slope) due to elevated pore pressures or liquefaction in underlying, saturated soils. 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 a standard condition of approval, the Project will be required to comply with the requirements of the most recent California Building Code (CBC) at the time of grading and building issuance (**Standard Condition SC-GEO-1**). This is a standard requirement and is not considered unique

mitigation under CEQA.

In addition, **Mitigation Measure GEO-1** will be implemented; thereby, the Project will be required to comply with the design recommendations contained in the *Geo Evaluation*. **SC-GEO-1** and **MM-GEO-1** are outlined in Subsection 4.7.5, below.

After incorporation of **Standard Condition SC-GEO-1** and **Mitigation Measure MM-GEO-1**, impacts due to liquefaction and lateral spreading will remain less than significant.

Subsidence

The City of Menifee (including the Project site) is above the southwestern part of the San Jacinto Groundwater Basin. Natural replenishment to the basin is via percolation from the San Jacinto River and its tributaries; less recharge comes from rainfall on the valley floor. Natural recharge has been artificially increased since the early 1900s by spreading floodwaters over the adjacent sandy washes in the upper reaches of the River. Today, artificial recharge also occurs by percolation of imported water through infiltration ponds in the upper reaches of the river, Lake Perris, and storage ponds distributed throughout the valleys. Artificial recharge often exceeds natural recharge, especially in dry years. While the Project will increase impervious surfaces from the construction of homes, roadways and other surfaces, it will not preclude any recharge, which could result in subsidence.

Ground subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement. Most ground subsidence is induced by humans. Subsidence can also occur when dry collapsible soils become saturated. Less commonly, ground subsidence can occur as a response to natural forces such as earthquake movements.

As a standard condition of approval, the Project will be required to comply with the requirements of the most recent California Building Code (CBC) at the time of grading and building issuance (**SC-GEO-1**). This is a standard requirement and is not considered unique mitigation under CEQA.

In addition, **Mitigation Measure MM-GEO-1** will be implemented; thereby, the Project will be required to comply with the design recommendations contained in the *Geo Evaluation*. After incorporation of **Standard Condition SC-GEO-1** and **Mitigation Measure MM-GEO-1**, impacts due to subsidence will remain less than significant.

Collapse

The young and very young alluvial sediments in the City may be locally susceptible to collapse due to their low density, rapid deposition in alluvial fans, and the generally dry condition of the upper soils. The Project site is locally underlain by undocumented artificial fill, older alluvial materials and granitic bedrock at depth; therefore, the potential criteria for collapse is lower than that experienced with young and very young alluvial sediments.

As stated above, a standard condition of approval, the Project will be required to comply with the requirements of the most recent California Building Code (CBC) (**SC-GEO-1**) at the time of grading and building permit issuance. In addition, the Project will be required to comply with the

design recommendations contained in the *Geo Evaluation*. This will ensure that development will be protected from potential collapse. Any impacts are considered less than significant.

Based on this information, the Project site will not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of Project implementation, and potentially result in on- or off-site landslide, lateral spreading collapse, or rockfall hazards. As a standard condition, the Project will be required to comply with the CBC (**SC-GEO-1**), as well as the recommendations contained within the *Geo Evaluation*. This is a standard requirement and is not considered unique mitigation under CEQA.

In addition, **Mitigation Measure MM-GEO-1** will be implemented; thereby, the Project will be required to comply with the design recommendations contained in the *Geo Evaluation*. After incorporation of design recommendations, (**SC-GEO-1**), and **MM-GEO-1**, impacts due to collapse will remain less than significant.

4.7.5 Avoidance, Minimization, Standard Conditions, and Mitigation Measures

Avoidance

No avoidance measures are required.

Minimization

No minimization measures are required.

Standard Condition(s)

Standard Conditions SC-GEO-1, **SC-AQ-3**, and **SC-HYD-3**, below, were identified in the IS in order to ensure that the Project's potential to result in exposure of persons to geological hazards would remain less than significant:

SC-GEO-1 **All proposed buildings are subject to the seismic design criteria of the California Building Code (CBC). The 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. The Project will be required to comply with the most recent version of the CBC at the time of grading and building permit issuance.**

SC-AQ-3 **Rule 403 (Fugitive Dust). This rule requires the implementation of best available dust control measures (BACM) during active operations capable of generating fugitive dust.**

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.

Mitigation Measure(s)

Because the Project site may experience the effects of seismic shaking, liquefaction, lateral spreading, subsidence, and/or collapse, **Mitigation Measure MM-GEO-1** below, is provided to reduce potential adverse geological resource impacts to a less than significant level:

MM-GEO-1 Prior to the issuance of a grading and/or building permit, the Project applicant shall submit plans that demonstrate compliance with the earthwork considerations, design recommendations, concrete construction, and post-construction consideration contained in the Geo Evaluation as it pertains to:

- **Earthwork Considerations**
  - **General**
  - **Site Clearing and Preparation**
  - **Removals**
  - **Engineered Fill**
  - **Excavation Characteristics**
  - **Slopes**
  - **Shrinkage and Bulking**
  - **Trench Excavations and Backfill**
- **Design Recommendations**
  - **Foundation Design Criteria**
  - **Miscellaneous Foundation Recommendations**
  - **Retaining Wall Design and Construction**
  - **Pavement Design**
  - **Soil Corrosivity**
  - **Soil Sulfate Content**
- **Concrete Construction**
  - **General**
  - **Concrete Mix Design**
  - **Concrete Flatwork**
  - **Concrete Performance**
- **Post Construction Consideration**
  - **Irrigation**
  - **Drainage**

4.7.6 Cumulative Impacts

Development of the Project will be affected by geotechnical constraints on the property. 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). 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** and **Mitigation Measure MM-GEO-1**, which requires compliance with recommendations contained in the *Geo Evaluation*.

4.7.7 Unavoidable Significant Adverse Impacts

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 or DEIR. **Standard Conditions SC-GEO-1**, **SC-AQ-3**, and **SC-HYD-3,** and **Mitigation Measure MM-GEO-1** have been identified and must be implemented to control exposure to potentially strong 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. The Project can be implemented without causing or experiencing significant unavoidable adverse geology or soil impacts.

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4.8 GREENHOUSE GAS EMISSIONS

4.8.1 Introduction

This Subchapter will evaluate the environmental impacts to the issue area of greenhouse gas emissions from implementation of the Project. Section V.7., Greenhouse Gas Emissions, 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 these the two (2) issue areas related to greenhouse gas emissions **would** be further analyzed in the EIR.

Standard Condition SC-GHG-1 (Title 24) 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:

- *Air Quality and Greenhouse Gas Analysis for the Rockport Ranch Project, Menifee, California,* dated January 29, 2018, prepared by RECON Environmental, Inc. (*AQ/GHG Analysis*, **Appendix C**);
- *Methane Related Services for the Former Abacherli Dairy Site, City of Menifee, Riverside County, California*, prepared by Carlin Environmental Consulting, Inc., February 2016 (*MRS*, **Appendix H**).

Preliminary phasing within the Project site shall be accomplished through a primary Phase I, inclusive of infrastructure necessary to deliver water, sewer, electricity, and gas to the Project, with subsequent construction phases. Utility infrastructure may be phased to coincide with phases of construction as needed.

Phase I improvements for the Project will consist of the following:

- Mass grading of the entire Project site;
- Grading for roads (internal to the Project site);
- Installation of utilities; and
- Off-site improvements to adjacent streets.

The wet and dry utilities and offsite improvements will consist of water lines, sewer lines, dry utilities (including gas, electricity, cable and telephone) and offsite improvements to adjacent streets.

More information of the total number of phases and the location of phasing is illustrated on **Figure 3-13, *Phasing Plan*.** Phases 1 through 7 pertain to the Project phasing internal to the Project. This phasing is more applicable to the marketing phasing of the Project. As shown, the Project will basically develop from the north to the south. At Project completion, the Project will

be comprised of two main land uses; a residential land use component and an open space land use component. These individual land uses will be subdivided to accommodate two forms of residential development and two forms of open space use. Residential land uses, totaling 38.4 acres, will be a mix of single-family homes and single-family courtyard residential development with each type located in clusters of like products. Open space within the Specific Plan area will total 20.1 acres and is the only other land use allowed within the Specific Plan area. Open space also will be subdivided into two categories; passive open space (landscaping, bio-retention basins, open turf areas, and the large lake feature) and recreational open space (trails, community pool area, tot lots, barbeque stations, etc.).

Comment Letters Received on the Notice of Preparation (NOP)

Comment Letter #8 from Southern California Association of Governments (SCAG) (dated 10/5/17) states:

- SCAG reviews EIRs for Projects of regional significance for consistency with regional plans pursuant to CEQA and the State 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 has requested that environmental documentation be sent to SCAG's office in Los Angeles.

Response: Consistency with the RTP and SCS is analyzed in the following: Subchapter 4.3 Air Quality; Subchapter 4.8 Greenhouse Gases; Subchapter 4.14 Population and Housing; and Subchapter 4.17 Transportation.

No comments were received in response to the NOP with respect to greenhouse gas emissions at the scoping meeting held for the 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.

4.8.2 Environmental Setting

4.8.2.1 Understanding Global Climate Change

Global climate change is a change in the average weather of the earth, which can be measured by wind patterns, storms, precipitation, and temperature. The earth's climate is in a state of constant flux with periodic warming and cooling cycles. Extreme periods of cooling are termed "ice ages," which may then be followed by extended periods of warmth. For most of the earth's geologic history, these periods of warming and cooling have been the result of many complicated interacting natural factors that include: volcanic eruptions that spew gases and particles (dust) into the atmosphere; the amount of water, vegetation, and ice covering the earth's surface; subtle changes in the earth's orbit; and the amount of energy released by the

sun (sun cycles). However, since the beginning of the Industrial Revolution around 1750, the average temperature of the earth has been increasing at a rate that is faster than can be explained by natural climate cycles alone.

With the Industrial Revolution came an increase in the combustion of carbon-based fuels such as wood, coal, oil, natural gas, and biomass. Industrial processes have also created emissions of substances not found in nature. This in turn has led to a marked increase in the emissions of gases shown to influence the world's climate. These gases, termed "greenhouse" gases, influence the amount of heat trapped in the earth's atmosphere. Because recently observed increased concentrations of GHGs in the atmosphere are related to increased emissions resulting from human activity, the current cycle of "global warming" is generally believed to be largely due to human activity. Of late, the issue of global warming or global climate change has arguably become the most important and widely debated environmental issue in the United States and the world. Because it is the collective of human actions taking place throughout the world that contributes to climate change, it is quintessentially a global or cumulative issue.

4.8.2.2 Greenhouse Gases of Primary Concern

There are numerous GHGs, both naturally occurring and manmade. Each GHG has variable atmospheric lifetime and global warming potential (GWP). The atmospheric lifetime of the gas is the average time a molecule stays stable in the atmosphere. Most GHGs have long atmospheric lifetimes, staying in the atmosphere hundreds or thousands of years. GWP is a measure of the potential for a gas to trap heat and warm the atmosphere. Although GWP is related to its atmospheric lifetime, many other factors including chemical reactivity of the gas also influence GWP. GWP is reported as a unitless factor representing the potential for the gas to affect global climate relative to the potential of carbon dioxide (CO_2). Because CO_2 is the reference gas for establishing GWP, by definition its GWP is 1. Although methane (CH_4) has a shorter atmospheric lifetime than CO_2, it has a 100-year GWP of 25; this means that CH_4 has 25 times more effect on global warming than CO_2 on a molecule-by-molecule basis.

The GWP is officially defined as "[T]he cumulative radiative forcing – both direct and indirect effects – integrated over a period of time from the emission of a unit mass of gas relative to some reference gas". GHG emissions estimates are typically represented in terms of metric tons CO_2 equivalent ($MTCO_2e$). CO_2e emissions are the product of the amount of each gas by its GWP. The effects of several GHGs may be discussed in terms of $MTCO_2e$ and can be summed to represent the total potential of these gases to warm the global climate.

Table 4.8-1, *Global Warming Potential and Atmospheric Lifetimes*, below, summarizes some of the most common GHGs.

Table 4.8-1
Global Warming Potential and Atmospheric Lifetimes

Gas	Atmospheric Lifetime (years)	100-year GWP	20-year GWP
Carbon dioxide (CO_2)	50–200	1	1
Methane (CH_4)^	12.4	28	84
Nitrous oxide (N_2O)	121	265	264
HFC-23	222	12,400	10,800
HFC-32	5.2	677	2,430
HFC-125	28.2	3,170	6,090
HFC-134a	13.4	1,300	3,710
HFC-143a	47.1	4,800	6,940
HFC-152a	1.5	138	506
HFC-227ea	38.9	3,350	5,360
HFC-236fa	242	8,060	6,940
HFC-43-10mee	16.1	1,650	4,310
CF_4	50,000	6,630	4,880
C_2F_6	10,000	11,100	8,210
C_3F_8	2,600	8,900	6,640
C_4F_{10}	2,600	9,200	6,870
c-C_4F_8	3,200	9,540	7,110
C_5F_{12}	4,100	8,550	6,350
C_6F_{14}	3,100	7,910	5,890
SF_6	3,200	23,500	17,500

Source: *AQ/GHG Analysis* (**Appendix C**)

All of the gases in **Table 4.8-1** are produced by both biogenic (natural) and anthropogenic (human) sources. These are the GHGs of primary concern in this analysis. CO_2 would be emitted by the project due to the combustion of fossil fuels in vehicles (including construction), from electricity generation and natural gas consumption, water use, and from solid waste

disposal. Smaller amounts of CH_4 and nitrous oxide (N_2O) would be emitted from the same project operations.

California state law defines GHG to include the following: carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6).

Although CO_2 is the most common of these gases, the other gases generally have a higher GWP. CO_2e is a measure of GHG emissions that compares the GWP of the individual greenhouse gases with the GWP of CO_2. CO_2e emissions are calculated by multiplying the metric tons of a gas by the appropriate GWP factor and are commonly expressed as metric tons of carbon dioxide equivalents ($MTCO_2e$).

Below is a description of each GHG, as described by the California Climate Action Registry (CCAR) General Reporting Protocol, including their sources of emissions and GWP.

Carbon Dioxide (CO_2)

Consisting of a single carbon and two oxygen atoms, CO_2 is the most common of the six GHGs and provides the reference point for the GWP of other gases. Thus, the GWP of CO_2 is equal to one. CO_2 is emitted in a number of ways, including naturally through the carbon cycle, and through human activities, most notably the burning of fossil fuels. Carbon dioxide emissions are also produced as a by-product of various non-energy related industrial activities including production of metals such as steel, production of mineral products such as cement, and chemical production.

Nitrous Oxide (N_2O)

Consisting of two nitrogen atoms and a single oxygen atom, N_2O possesses a GWP of 310, and is typically generated as a result of soil cultivation practices, particularly the use of commercial and organic fertilizers, fossil fuel combustion, nitric acid production, and biomass burning.

Methane (CH_4)

Consisting of a single carbon atom and four hydrogen atoms, CH_4 possesses a GWP of 21, and is produced through the anaerobic decomposition of waste in landfills, animal digestion, decomposition of animal wastes, production and distribution of natural gas and petroleum, coal production, and incomplete fossil fuel combustion.

Hydrofluorocarbons (HFCs)

Primarily used as refrigerants, HFCs consist of a class of gases containing hydrogen, fluorine, and carbon that possess a range of high and very high GWP values from 120 to 12,000. HFCs can slowly leak out of air conditioning systems by permeation through hoses or due to deterioration of seals and fittings. In mobile air conditioning systems, larger leaks may occur during traffic accidents, maintenance and servicing, and vehicle disposal.

Perfluorocarbons (PFCs)

PFCs consist of a class of gases containing carbon and fluorine that possess a very high GWP range from 5,700 to 11,900. PFCs were originally introduced as alternatives to ozone depleting substances and are typically emitted as by-products of industrial and manufacturing processes.

Sulfur Hexafluoride (SF_6)

Consisting of a single sulfur atom and six fluorine atoms, SF_6 possesses a very high GWP of 23,900 and is primarily used in electrical transmission and distribution systems.

4.8.2.3 Existing Greenhouse Gas Emissions

4.8.2.3.a Statewide GHG Inventory

The CARB performs statewide GHG inventories. The inventory is divided into nine broad sectors of economic activity: agriculture, commercial, electricity generation, forestry, high GWP emitters, industrial, recycling and waste, residential, and transportation. Emissions are quantified in million metric tons (MMT) of CO_2e. **Table 4.8-2, *California GHG Emissions by Sector in 1990, 2008 and 2014***, below, shows the estimated statewide GHG emissions for the years 1990, 2005, and 2014.

Table 4.8-2
California GHG Emissions by Sector in 1990, 2008, and 2014

Sector	1990 Emissions in MMT CO_2e (% total)[1,2]	2005 Emissions in MMT CO_2e (% total)[2,3,4]	2014 Emissions in MMT CO_2e (% total)[2,3,4]
Sources			
Agriculture	23.4 (5%)	34.45 (7%)	36.11 (8%)
Commercial	14.4 (3%)	14.27 (3%)	14.41 (3%)
Electricity Generation	110.6 (26%)	107.85 (22%)	88.24 (20%)
High GWP	--	7.70 (2%)	17.15 (4%)
Industrial	103.0 (24%)	95.41 (20%)	93.32 (21%)
Recycling and Waste	--	7.94 (2%)	8.85 (2%)
Residential	29.7 (7%)	27.98 (6%)	23.73 (5%)
Transportation	150.7 (35%)	184.21 (38%)	159.53 (36%)
Forestry (Net CO_2 flux)[5]	-6.5	--	--
Not Specified	1.3	--	--
TOTAL	426.6	479.81	441.54

MMT CO_2e = million metric tons of CO_2 equivalent
[1] 1990 data was retrieved from the CARB 2007 source.
[2] Quantities and percentages may not total properly due to rounding.
[3] 2005 and 2014 data were retrieved from the CARB 2016c source.
[4] Reported emissions for key sectors. The inventory totals for 2005 and 2014 did not include Forestry or Not Specified sources.

Source: *AQ/GHG Analysis* (**Appendix C**)

As shown in **Table 4.8-2**, above, statewide GHG source emissions totaled approximately 427 MMT CO_2e in 1990, 480 MMT CO_2e in 2005, and 442 MMT CO_2e in 2014. Many factors affect year-to-year changes in GHG emissions, including economic activity, demographic influences, environmental conditions such as drought, and the impact of regulatory efforts to control GHG emissions. However, transportation-related emissions consistently contribute the most GHG emissions, followed by electricity generation and industrial emissions.

4.8.2.3.b Regional GHG Inventory

In September 2014, the Western Riverside Council of Governments (WRCOG) adopted the Subregional Climate Action Plan. The plan inventories existing emissions within western Riverside County and outlines measures to reduce future emissions. The communitywide GHG emissions were calculated using the International Council for Local Environmental Initiatives (ICLEI) U.S. Community Protocol. The results of the community inventory for 2010 are summarized in **Table 4.8-3, *Western Riverside County GHG Emissions in 2010***, below.

Table 4.8-3
Western Riverside County GHG Emissions in 2010

Source	2010 Baseline Emissions	
	MT CO_2e	%
Transportation	3,317,387	56.9%
Commercial/Industrial Energy	1,226,479	21.0%
Residential Energy	1,167,843	20.0%
Waste	112,161	1.9%
Wastewater	10,531	0.2%
Total Inventory	**5,834,400**	**-**

Source: *AQ/GHG Analysis* (**Appendix C**)

Similar to the statewide emissions, transportation-related GHG emissions contributed the most countywide, followed by emissions associated with energy use.

4.8.2.3.c On-Site GHG Emission Sources

The Project site was once occupied by the Abacherli Dairy farm. The dairy ceased operations in 2014. Sources of GHG emissions included mobile emissions from maintenance, operation, and livestock hauling, energy use emissions from operational buildings, water use emissions, solid waste emissions, and area source emissions. Area source emissions that are unique to agricultural land uses include N_2O emissions resulting from fertilizer use and CH_4 emission from livestock.

As compared to land uses such as residential and commercial uses, agricultural uses commonly have highly variable emissions. This is because agricultural emissions correlate more strongly with the intensity of use than the building size or lot area. For example, emissions associated with the former Abacherli Dairy would have varied depending on the number of cattle at the dairy. As a result, existing GHG emissions from the site varied from year to year. Due to the substantial variability of these emissions, this analysis does not attempt to quantify these GHG emissions or take credit for the removal of existing sources of GHG emissions associated with the former Abacherli Dairy.

4.8.2.4 Regulatory Framework

4.8.2.4.a Federal

U.S. Environmental Protection Agency

The U.S. Environmental Protection Agency (EPA) has many federal level programs and projects to reduce GHG emissions. The EPA provides technical expertise and encourages voluntary reductions from the private sector. One of the voluntary programs applicable to the Project is the Energy Star program.

Energy Star is a joint program of the EPA and the U.S. Department of Energy, which promotes energy-efficient products and practices. Tools and initiatives include the Energy Star Portfolio Manager, which helps track and assess energy and water consumption across an entire

portfolio of buildings, and the Energy Star Most Efficient 2013, which provides information on exceptional products that represent the leading edge in energy-efficient products in 2013.

The EPA also partners with the public sector, including states, tribes, localities and resource managers, to encourage smart growth, sustainability preparation and renewable energy and climate change preparation. These initiatives include the Clean Energy – Environment State Partnership Program, the Climate Ready Water Utilities Initiative, the Climate Ready Estuaries Program and the Sustainable Communities Partnership.

Corporate Average Fuel Economy Standards

The federal Corporate Average Fuel Economy (CAFE) standards determine the fuel efficiency of certain vehicle classes in the United States. CAFE standards required vehicle manufacturers of passenger cars and light-duty trucks to achieve an average fuel economy of 35.5 miles per gallon by 2016, and current CAFE standards require an average fuel economy of 54.5 miles per gallon by 2025. With improved gas mileage, fewer gallons of transportation fuel would be combusted to travel the same distance, thereby reducing nationwide GHG emissions associated with vehicle travel.

4.8.2.4.b State

Statewide GHG Emissions Targets

- **S-3-05 – Statewide GHG Emission Targets**

This executive order (EO) establishes the following GHG emissions reduction targets for the state of California:

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

This EO also directs the Secretary of the California EPA to oversee the efforts made to reach these targets, and to prepare biannual reports on the progress made toward meeting the targets and on the impacts to California related to global warming, including impacts to water supply, public health, agriculture, the coastline, and forestry. With regard to impacts, the report shall also prepare and report on mitigation and adaptation plans to combat the impacts. The first Climate Action Team Assessment Report was produced in March 2006 and has been updated every two years.

- **B-30-15 – 2030 Statewide GHG Emission Goal**

This EO, issued on April 29, 2015, establishes an interim GHG emission reduction goal for the state of California to reduce GHG emissions 40 percent below 1990 levels by 2030. This EO also directs all state agencies with jurisdiction over GHG-emitting sources to implement measures designed to achieve the new interim 2030 goal, as well as the pre-existing, long- term 2050 goal identified in EO S-3-05. Additionally, this EO directs CARB to update its Climate Change Scoping Plan to address the 2030 goal. CARB is expected to develop statewide inventory projection data for 2030, as well as commence its efforts to identify reduction

strategies capable of securing emission reductions that allow for achievement of the EO's new interim goal.

Assembly Bill 32—California Global Warming Solutions Act of 2006

In response to EO S-3-05, the California Legislature passed Assembly Bill 32 (AB32), the California Global Warming Solutions Act of 2006, and thereby enacted Sections 38500-38599 of the California Health and Safety Code. The heart of AB 32 is its requirement that CARB establish an emissions cap and adopt rules and regulations that would reduce GHG emissions to 1990 levels by 2020. AB 32 also required CARB to adopt a plan by January 1, 2009, indicating how emission reductions would be achieved from significant GHG sources via regulations, market mechanisms, and other actions.

Assembly Bill 32—California Global Warming Solutions Act Update

In August 2016, the California Legislature approved Senate Bill 32 (SB32), and in September 2016, it was signed by the governor. Under SB 32, the state would reduce its GHG emissions to 40 percent below 1990 levels by 2030. SB 32 is tied to AB 197, which would establish a legislative oversight committee to which the Chair of CARB would report once a year and would add two members of the legislature to the air board. Additionally, in implementing the 40 percent reduction target, AB 197 would require CARB to prioritize emissions reductions to consider the social costs of the emissions of GHGs. AB 197 defines "social costs" to mean "an estimate of the economic damages, including, but not limited to, changes in net agricultural productivity; impacts to public health; climate adaptation impacts, such as property damages from increased flood risk; and changes in energy system costs, per metric ton of greenhouse gas emission per year."

Climate Change Scoping Plan

As directed by the California Global Warming Solutions Act of 2006, in 2008, CARB adopted the *Climate Change Scoping Plan: A Framework for Change* (Original Scoping Plan). CARB has periodically revised GHG emissions forecasts and prepared supplemental revisions to the Original Scoping Plan. Most recently, in 2014, CARB adopted the comprehensive *First Update to the Climate Change Scoping Plan: Building on the Framework* (First Update to the Scoping Plan) (CARB 2014a). The *First Update to the Scoping Plan* ". . . 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". The *First Update to the Scoping Plan* found that California is on track to meet the 2020 emissions reduction mandate established by AB 32, and notes that California could reduce emissions further by 2030 to levels squarely in line with those needed to stay on track to reduce emissions to 80 percent below 1990 levels by 2050, if the state realizes the expected benefits of existing policy goals.

In conjunction with the *First Update to the Scoping Plan*, CARB identified "six key focus areas comprising major components of the state's economy to evaluate and describe the larger transformative actions that will be needed to meet the state's more expansive emission reduction needs by 2050".

Those six areas are: (1) energy; (2) transportation (vehicles/equipment, sustainable communities, housing, fuels, and infrastructure); (3) agriculture; (4) water; (5) waste management; and (6) natural and working lands. The *First Update* identifies key recommended actions for each sector that will facilitate achievement of the 2050 reduction target.

Based on CARB's research efforts, it has a "strong sense of the mix of technologies needed to reduce emissions through 2050". Those technologies include energy demand reduction through efficiency and activity changes; large-scale electrification of on- road vehicles, buildings and industrial machinery; decarbonizing electricity and fuel supplies; and the rapid market penetration of efficient and clean energy technologies.

In October 2017, CARB released most recent version of the 2017 Climate Change Scoping Plan Update, *The Proposed Strategy for Achieving California's 2030 Greenhouse Gas Target* (*Draft Scoping Plan*). The *Draft Scoping Plan* identifies the state strategy for achieving the state's 2030 interim GHG emissions reduction target codified by SB 32.

The *Draft Scoping Plan* assessed three scenarios:

(1) A Reference Scenario that represents current policies prior to the passage of SB 350 (i.e., October 2015);
(2) A Proposed Scoping Plan Scenario (referred to as the "Draft Scoping Plan Scenario") that represents current policies, known commitments, as well as additional measures to reduce emissions from the refinery sector; and
(3) An Alternative 1 Scenario that represents all policies and programs included in the Draft Scoping Plan Scenario, as well as additional prescriptive measures to meet the 2030 statewide reduction target without reliance on the Cap-and- Trade Program or a carbon tax.

Measures under the *Draft Scoping Plan* Scenario build on existing programs such as the Low Carbon Fuel Standard, Advanced Clean Cars Program, Renewables Portfolio Standard, Sustainable Communities Strategy, and the Short-Lived Climate Pollutant Reduction Strategy, and the Cap-and-Trade Program. Additionally, the *Draft Scoping Plan* proposes further strategies to reduce waste emissions through cogeneration, reduction of GHG emissions from the refinery sector by 20 percent, and new policies to address GHG emissions from natural and working lands. CARB continues adjust the cap of the Cap-and-Trade Program to achieve emission levels consistent with 2020 statewide GHG emissions reduction targets established by AB 32. Modeling for the *Draft Scoping Plan* Scenario does not reflect reductions achieved by the Cap-and-Trade Program.

As identified in the Alternative 1 Scenario, prescriptive measures necessary to achieve the state's 2030 interim GHG reduction target without reliance on the Cap-and-Trade Program include a 5 percent renewable pipeline gas standard, a 25 percent reduction in GHG emissions from the oil and gas extraction sector, a 25 percent reduction in the GHG emissions from the industrial sector, 20 percent flexible demand response from residential and commercial electric appliances, an additional 7 percent increase in the Low Carbon Fuel Standard (from 18 to 25 percent), an additional 10 percent reduction from the refining sector (from 20 to 30 percent), an additional 10 percent increase to California Renewable Portfolio Standard (from 50 to 60 percent), increased building energy efficiency standards, and additional transportation demand measures.

Regional Emissions Targets – SB 375

SB 375, the 2008 Sustainable Communities and Climate Protection Act, was signed into law in September 2008 and requires CARB to set regional targets for reducing passenger vehicle GHG emissions in accordance with the Original Scoping Plan. The purpose of SB 375 is to align regional transportation planning efforts, regional GHG emissions reduction targets and fair-share housing allocations under state housing law. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a Sustainable Communities Strategy or Alternative Planning Strategy to address GHG reduction targets from cars and light-duty trucks in the context of that MPO's Regional Transportation Plan (RTP).

Pursuant to Government Code Section 65080(b)(2)(K), a Sustainable Communities Strategy does not: (i) regulate the use of land; (ii) supersede the land use authority of cities and counties; or (iii) require that a City's or County's land use policies and regulations, including those in a general plan, be consistent with it. Nonetheless, SB 375 makes regional and local planning agencies responsible for developing those strategies as part of the federally required metropolitan transportation planning process and the state-mandated housing element process.

California Building Standards Code (Title 24)

The California Code of Regulations (CCR), Title 24, is referred to as the California Building Code (CBC). It consists of a compilation of several distinct standards and codes related to building construction including, plumbing, electrical, interior acoustics, energy efficiency, handicap accessibility and so on. Of particular relevance to GHG emissions reductions are the CBC's energy efficiency and green building standards as outlined below:

- **Part 6 – Energy Code**

The CCR, Title 24, Part 6 is the Energy Efficiency Standards or California Energy Code. This code, originally enacted in 1978, establishes energy-efficiency standards for residential and non-residential buildings in order to reduce California's energy consumption. The Energy Code is updated periodically to incorporate and consider new energy-efficiency technologies and methodologies as they become available. New construction and major renovations must demonstrate their compliance with the current Energy Code through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the California Energy Commission (CEC). By reducing California's energy consumption, emissions of statewide GHGs may also be reduced.

The current version of the Energy Code, known as the 2016 Energy Code, became effective January 1, 2017. The 2016 Energy Code provides mandatory energy-efficiency measures as well as voluntary tiers for increased energy efficiency. The CEC's preliminary estimates indicate that the 2016 Energy Code achieves a 28 percent reduction in home energy use and a 5 percent reduction in non-residential energy use. The CEC has further indicated that the 2020 Energy Code will require new residential developments to achieve zero-net energy use.

Part 11 – California Green Building Standards Code

The California Green Building Standards Code, referred to as CalGreen, was added to Title 24 as Part 11 first in 2009 as a voluntary code, which then became mandatory effective January 1,

2011 (as part of the 2010 CBC). The 2016 CalGreen institutes mandatory minimum environmental performance standards for all ground-up new construction of non- residential and residential structures. It also includes voluntary tiers (I and II) with stricter environmental performance standards for these same categories of residential and non-residential buildings. Local jurisdictions must enforce the minimum mandatory Green Building Standards and may adopt additional amendments for stricter requirements.

The mandatory standards require:

- Outdoor water use requirements as outlined in Model Water Efficient Landscape Ordinance emergency standards;
- 20 percent mandatory reduction in indoor water use relative to specified baseline levels;
- 65 percent construction/demolition waste diverted from landfills;
- Infrastructure requirements for electric vehicle charging stations;
- Mandatory inspections of energy systems to ensure optimal working efficiency; and
- Requirements for low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring and particleboards.

Other State Measures

Other regulations adopted by California are summarized below

- Pavley I and Low Emission Vehicle III – A set of vehicle standards that require light-duty cars and trucks to have reduced GHG emissions.
- Low Carbon Fuel Standard – A statewide goal requiring a 10 percent reduction in the carbon intensity of transportation fuels by 2020.
- Renewables Portfolio Standard – Requires electrical providers achieve an energy mix of 33 percent renewable energy by 2020 and 50 percent renewable energy by 2050.
- AB 341 – Solid Waste Diversion – The Commercial Recycling Requirements mandate that businesses (including public entities) that generate 4 cubic yards or more of commercial solid waste per week and multi-family residential with five units or more arrange for recycling services. Businesses can take one or any combination of measures in order to reuse, recycle, compost, or otherwise divert solid waste from disposal. Additionally, AB 341 mandates that 75 percent of all solid waste generated in the state be reduced, recycled, or composted by 2020 regardless of the source.

Local

The City was incorporated in 2008. The City's General Plan was adopted December 2013. The General Plan includes a variety of GHG reduction measures such as reducing permitting fees for energy-efficient projects, installing solar energy generation on municipal buildings, providing incentives for public investment in solar energy generation, encouraging energy efficiency through energy audits, and working with regional transportation agencies to improve transit options in Menifee. Relevant to this report, Open Space and Conservation Policy 70 (OSC-70) states that the City will:

Establish a tracking and monitoring system for greenhouse gas emissions that includes Planning and Building design review standards to evaluate a project's contribution to GHG emissions to demonstrate compliance with AB 32.

The following are the applicable General Plan Policies regarding climate change include:

- **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.

4.8.3 Thresholds of Significance

As discussed in Subsection 4.8.1, above, the Project impacts to two (2) criteria pertaining to Greenhouse Gas Emissions will be analyzed. According to Appendix G of the CEQA Guidelines, and the IS, the Project would have a significant impact if it would:

a. Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

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.

South Coast Air Quality Management District Thresholds

The CEQA Guidelines allow Lead Agencies to establish significance thresholds for their respective jurisdictions. These significance thresholds may be adopted after considering thresholds of significance adopted or recommended by other public agencies or experts.

The City has not adopted its own GHG Thresholds of Significance for CEQA and is following guidance from the SCAQMD's Interim CEQA GHG Significance Thresholds. The interim thresholds are a tiered approach; projects may be determined to be less than significant under each tier or require further analysis under subsequent tiers.

As identified in the Working Group meeting (Meeting No. 15) in September 2010, the five tiers are:

- Tier 1 – The project is exempt from CEQA.
- Tier 2 – The project is consistent with an applicable regional GHG emissions reduction plan.
- Tier 3 – Project GHG emissions represent an incremental increase below, or mitigated to less than Significance Screening Levels, where
  - 3,000 $MTCO_2e$ is the Residential/Commercial Screening Level.
  - 10,000 $MTCO_2e$ is the Permitted Industrial Screening Level.
- Tier 4 – The project achieves performance standards, where performance standards may include:
  - Achieving a 30 percent or greater reduction under business-as-usual (BAU)

methodology.
  - The project would implement substantial early implementation of measures identified the CARB's Scoping Plan.
  - The project would achieve 2020 efficiency targets of 4.8 $MTCO_2e$ per service population (SP) for project-level analyses or 6.6 $MTCO_2e$ per SP for plan level analyses where service population includes residential and employment populations provided by a project.
- Tier 5 – Offsets along or in combination with the above target Significance Screening Level. Offsets must be provided for a 30-year project life, unless the project life is limited by permit, lease, or other legally binding condition.

The SCAQMD's Tier 1 and Tier 2 interim thresholds are based on planning consistency, and Tier 3 interim thresholds are based on market capture rates. Tier 4 and Tier 5 interim thresholds are intended to demonstrate project consistency with the AB 32 goal of achieving 1990 emission levels by 2020. Project first operational year would be 2021, which is after the AB 32 2020 goal.

Therefore, applicable performance standards from the Interim CEQA GHG Significance Thresholds were adjusted to match the apparent trajectory needed to achieve next state goal – i.e., 40 percent below 1990 levels by 2030. Achievement of a 40 percent reduction from 1990 emission levels by 2030 equates to a compounding annual reduction of approximately 5 percent.

Thus, since the Projects has an initial operational year in 2021, applicable Tier 4 performance standards would require the Project achieve 2021 efficiency targets of 4.4 $MTCO_2e$ per SP for project-level analyses or 6.3 $MTCO_2e$ per SP for plan level analyses.

4.8.4 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

As shown in **Table 4.8-4, Project GHG Emissions with Air Quality Mitigation**, below, without mitigation, Project construction and operation would result in the annual equivalent emission of 4,587 $MTCO_2e$ in 2021. With incorporation of **Mitigation Measure MM-AQ-1**, (outlined in Subsection 4.8.5 below), which limits the Project to natural gas fireplaces (no wood-burning fireplaces), GHG emissions would be reduced from 4,587 $MTCO_2e$ to 4,533 $MTCO_2e$ (a reduction of 33 $MTCO_2e$). It should be noted that the one-time release of subsurface methane associated with project grading would not result in significant impacts related to greenhouse gas emissions. The quantities discussed in the *Methane Investigation* of the Project site are inconsequential relative to the greenhouse gas emissions from other construction sources such as exhaust from equipment use, worker trips, and material hauling trips.

Table 4.8-4, below, also summarizes the GHG emissions reductions associated with air quality mitigation.

Table 4.8-4
Project GHG Emissions with Air Quality Mitigation

Emission Source	Annual GHG Emissions (MT CO_2e)		
	Unmitigated	AIR-1	Reduction
Vehicles	2,867	2,867	0
Energy Use	1,053	1,053	0
Area Sources	103	72	31
Water Use	110	110	0
Solid Waste Disposal	180	180	0
Construction	274	274	>1
TOTAL	**4,587**	**4,555**	**31**
Residents	965 people		
Per Service Population Emission Rate	**4.8**	**4.7**	-
NOTE: Totals may vary due to independent rounding.			

Source: *AQ/GHG Analysis* (**Appendix C**)

As discussed previously, the City uses SCAQMD's Interim CEQA GHG Significance Thresholds. The interim thresholds are a tiered approach; projects may be determined to be less than significant under each tier or require further analysis under subsequent tiers. Because the Project is subject to CEQA and is not subject to a regional GHG emissions reduction plan, the Project does not fall under Tiers 1 or 2.

Accounting for reductions from air quality mitigation measures, construction and operation of the project would result in the annual equivalent emission of 4,555 $MTCO_2e$ in 2021. This emission level exceeds the 3,000 Residential/Commercial Screening Level; therefore, the Project does not fall under Tier 3.

Under the subsequent Tier 4 – performance standards, the Project is assessed against a Project level threshold of 4.4 $MTCO_2e$ per SP in 2021. The Project would construct 305 single-family homes. The Citywide average household population is 3.164 persons per household (City of Menifee 2016). Thus, the Project is anticipated to provide residences for approximately 965 people. Without additional mitigation, the Project would achieve an emission rate of 4.8 $MTCO_2e$ per SP, thereby exceeding the applicable significance threshold and resulting in an impact on the environment.

Mitigation Measure MM-GHG-1, as outlined in Subsection 4.8.5, requires the installation of solar photovoltaic (PV) systems to address the impact of Project GHG emissions.

Based on regional solar generation potential estimates provided in the California Air Pollution Control Officers Association's (CAPCOA's) Quantifying Greenhouse Gas Mitigation Measures (CAPCOA 2010), annual generation of 1,678 KWh per KW installed, **Mitigation Measure MM-GHG-1** would require installation of approximately 1,707,561 KW of solar PV panels. This equates to approximately 5,599 KWh per residence and would offset approximately 64 percent of Project electricity demand. Table 4.8-5, *Mitigated Project GHG Emissions*, summarizes the air emissions associated with mitigated operations.

Table 4.8-5
Mitigated Project GHG Emissions

Emission Source	Annual GHG Emissions (MT CO_2e)			
	Unmitigated	AIR-1	Fully Mitigated	Total Reduction
Vehicles	2,867	2,867	2,867	0
Energy Use	1,053	1,053	698	354
Area Sources	103	72	72	31
Water Use	110	110	110	0
Solid Waste Disposal	180	180	180	0
Construction	274	274	274	>1
TOTAL	**4,587**	**4,555**	**4,201**	**386**
Residents	965 people			
Per Service Population Emission Rate	**4.8**	**4.7**	**4.4**	**-**

NOTE: Totals may vary due to independent rounding.

Source: *AQ/GHG Analysis* (**Appendix C**)

As shown in Table 4.8-5, above, the Project, with mitigation incorporated, would result in the annual equivalent emission of 4,201 $MTCO_2e$. This equates to an emissions rate of 4.4 $MTCO_2e$ per SP in 2021. This emission rate is consistent with applicable significance thresholds (Tier 4 performance standard; 4.4 $MTCO_2e$ per SP in 2021). With implementation of **Mitigation Measure MM-AQ-1** and **Mitigation Measure MM-GHG-1**, 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 with Mitigation Incorporated

Project construction is anticipated to commence in 2018 and would last approximately three years, thus the first operational year would be 2021. As discussed above, State Climate Change Regulations, EO S-3-05 established GHG emission reduction targets for the state, and AB 32 launched the CARB Climate Change Scoping Plan that outlined the reduction measures needed to reach the 2020 target. As discussed in Threshold a, above, with incorporation of **Mitigation Measure MM-AQ-1** and **Mitigation Measure MM-GHG-1**, the Project emissions in 2021 would be below the significance threshold of 4.4 $MTCO_2e$ per SP.

The performance standard of 4.4 $MTCO_2e$ per SP in 2021 was derived from the SCAQMD Tier 4 performance standards; these performance standards were originally intended to demonstrate project consistency with the AB 32 goal of achieving 1990 emission levels by 2020. Thus, performance standards were reduced to match the trajectory needed to achieve the state's 2030 goals. As the Project is consistent with performance standards, it would have a less than significant impact on achieving the 2020 GHG emission reduction targets identified by EO S-3-05 and AB 32, as well as the 2030 GHG emission reduction targets identified by EO B-30-15 and SB 32.

Project emissions would decline beyond initial operational year of the Project, 2021, as a result of continued implementation of federal, state, and local reduction measures such as increased federal and state vehicle efficiency standards, and SCE's increased renewable sources of energy in accordance with Renewables Portfolio Standard goals. Based on currently available models and regulatory forecasting, Project emissions would continue to decline from 2021 through at least 2050. Given the reasonably anticipated decline in Project emissions once fully constructed and operational, the Project is in line with the GHG reductions needed to achieve the 2050 GHG emission reduction targets identified by EO S-3-05.

The City General Plan was adopted in 2013 and includes Policies OSC 10.1–10.4 (see Subsection 4.8.2.4.b) related to climate change. These policies include aligning local GHG reduction targets to be consistent with statewide GHG reduction targets defined in AB 32 and EO S-3-05. The City has not yet adopted its own design review standards for evaluating a project's contribution to communitywide GHG emissions and currently follows SCAQMD guidance for determining whether a project supports state goals. As the Project is consistent with state GHG emission reduction targets, it is also consistent with the intent of City General Plan policies related to climate change.

As the Project would be consistent with 2020 GHG emission reduction targets and would not impede substantial progress toward long-term GHG goals, and would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Project impacts would be less than significant with mitigation incorporated.

4.8.5 Avoidance, Minimization, Standard Conditions, and Mitigation Measures

Avoidance

No avoidance measures are required.

Minimization

No minimization measures are required.

Standard Condition(s)

Standard Condition SC-GHG-1, below, will be required in order to reduce the Project's GHG emissions. This is a standard condition and is not unique to this Project.

SC-GHG-1 The Project is required to comply with Title 24, Part 6 (Energy Efficiency Standards or California Energy Code), as well as Title 24, Part 11 (California Green Building Standards Code - referred to as CalGreen).

Mitigation Measure(s)

Because the Project will result in GHG emissions, **Mitigation Measures MM-AQ-1** and **MM-GHG-1**, below, are provided to reduce potential adverse GHG impacts to a less than significant level:

MM-AQ-1 The Project applicant, or agent thereof, shall require that no wood-burning

fireplaces be installed; rather, all fireplaces will be natural gas-fueled type. Any fireplaces shall be specified on construction documents as gas-fueled.

MM-GHG-1 Prior to the issuance of a building permit the Project applicant, or an agent thereof, shall submit plans for review and approval to the Building and Safety Department for the solar photovoltaic (PV) systems. Prior to occupancy, the Project applicant, or an agent thereof, shall install solar photovoltaic (PV) systems capable of a total generation of 1,707,561 kilowatt-hours (KWh) per year. Solar PV panels may be located on the rooftops of residences or where allowed by the Specific Plan. Where the Project is completed in phases, residences may be occupied if the Project applicant can demonstrate to the satisfaction of City staff that the relative portion of the total solar generation is met (i.e., renewable generation is equal to or greater than 5,599 KWh annually per residence).

4.8.6 Cumulative Impacts

GHG emissions are assumed to be cumulative. An individual project such as the Project cannot generate enough greenhouse gas emissions to effect a discernible change in global climate. For example, statewide GHG source emissions totaled about 427 MMT CO_2e in 1990, 480 MMT CO_2e in 2005, and 442 MMT CO_2e in 2014. The Project will generate less than annual equivalent emission of 4,201 $MTCO_2e$, or about 0.00095% of the 2014 amount.

However, the Project may contribute to global climate change by its incremental contribution of greenhouse gases. With implementation of **Standard Condition SC-GHG-1, Mitigation Measure MM-AQ-1,** and **Mitigation Measure MM-GHG-1,** emission rates will be consistent with applicable significance thresholds (Tier 4 performance standard; 4.4 $MTCO_2e$ per SP in 2021). With implementation of these mitigation measures, impacts would be reduced to a less than significant level.

Thus, the 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.

4.8.7 Unavoidable Significant Adverse Impacts

As stated above, an individual project such as the Project cannot generate enough greenhouse gas emissions to effect a discernible change in global climate. However, the Project may contribute to global climate change by its incremental contribution of greenhouse gasses.

With implementation of **Standard Condition SC-GHG-1, Mitigation Measure MM-AQ-1,** and **Mitigation Measure MM-GHG-1,** emission rates will be consistent with applicable significance thresholds (Tier 4 performance standard; 4.4 $MTCO_2e$ per SP in 2021). 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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4.9 HAZARDS AND HAZARDOUS MATERIALS

4.9.1 Introduction

This Subchapter will evaluate the environmental impacts to the issue area of hazards and hazardous materials from implementation of the Project. Section V.8., 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 for people residing or working in the Project area?
f. For a project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area?
g. Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
h. 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., c., d., f., g., and h., 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, b. and e., related to hazards and hazardous materials in the questions asked above **would** be further analyzed in the DEIR.

Subsequent to the Initial Study being circulated and prior to the DEIR being completed, the City of Menifee revised its Initial Study checklist. These revisions were made based on the changes adopted in November 2018, by the State of California, to the guidelines for implementing the California Environmental Quality Act (CEQA), Appendix G Environmental Checklist Form. A slight change in text was made to issue area e. and is reflected in this Subchapter under subsection 4.9.4.

Standard conditions requiring a Stormwater Pollution Prevention Plan (SWPPP), a Water Quality Management Plan (WQMP), from Hydrology and Water Quality (Section V.9), and a Traffic Control Plan (TCP), from Transportation/Traffic (Section V.16), as they also pertain to hazards and hazardous materials, 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* (Section 5.8 – Hazards and Hazardous Materials) https://www.cityofmenifee.us/262/Draft-Environmental-Impact-Report
- *General Plan* (Safety Element) https://www.cityofmenifee.us/221/General-Plan
- *Phase I Environmental Site Assessment 29875 Newport Road Menifee, Riverside County, California 92584*, prepared by GEOTEK, Inc., February 2016 (*Phase I ESA*, **Appendix G1**)
- *Limited Sampling and Laboratory Testing 3-21-17*, prepared by GEOTEK, Inc., March 21, 2017 (**Appendix G2**)
- *Methane Related Services for the Former Abacherli Dairy Site, City of Menifee, Riverside County, California*, prepared by Carlin Environmental Consulting, Inc., February 2016 (*MRS*, **Appendix H**)
- Airport land Use Commission (ALUC) Approval Letter with Conditions, September 28, 2017 (*ALUC Letter* **Appendix I**)
- March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan http://www.rcaluc.org/Portals/0/17%20-%20Vol.%201%20March%20Air%20Reserve%20Base%20Final.pdf?ver=2016-08-15-145812-700

<u>Comment Letters Received on the Notice of Preparation (NOP)</u>

Comment Letter #2 was an e-mail received from the Riverside County Airport Land Use Commission (dated 9/6/17) regarding hazards and hazardous materials in response to the NOP. The following comment pertaining to hazards and hazardous materials was contained in *Comment Letter # 2*:

- The applicant needs to submit an application to the Airport Land Use Commission.

Response: An application was submitted to the Airport Land Use Commission (ALUC) for General Plan Amendment (2016-287), Specific Plan (2017-286), Zone Change (2016-288), and Tentative Tract Map No. 37131 (2016-285). The Project was assigned File No. ZAP1283MA17. 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 September 28, 2017. Please refer to the analysis in Threshold "e" in Section 4.9.5, below.

Therefore, the above issues identified in b. and e., and the issues identified in the IS/NOP (summarized above), 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.

4.9.2 Environmental Setting

4.9.2.1 Project Site

The proposed 79.68-acre Rockport Ranch property is located in the City of Menifee, County of Riverside, State of California. More specifically, the Project site is bounded by Old Newport Road and Tierra Shores residential development to the north; Wilderness Lakes RV Resort to the south; Briggs Road, Ramona Egg Ranch and agricultural land to the east; and The Lakes residential development to the west. The property is generally rectangular in shape. **Figure 2.1-1, Regional Location Map, Figure 2-2, Vicinity Map** and **Figure 2-3, Aerial Photo,** show the site location and an aerial photograph showing the local adjacent jurisdictions.

The Project site has four residences located in the northeast portion of the Project site. The onsite soils have historically supported dry farming activities. The Project site is situated in an area of mixed open space and single-family residential uses of varying density. Some of the adjacent property in the Project area is being used for dry farming and other areas are not being actively farmed and have a cover of non-native weeds/plants.

Aerial photographs and historical topographical maps were reviewed to identify historical land development and any surface conditions, which may have impacted the Project site and the surrounding environs.

4.9.2.1.a Historical Site Usage

Aerial Photograph Review

Note: Please see Appendix B of the Phase I ESA for the aerial photographs and quadrangle maps for the Project site and surrounding properties that are referenced below.

Aerial photographs for the years dated 1938, 1953, 1961, 1967, 1978, 1985, 1989, 1996, 2002, 2005, 2006, 2009, 2010, and 2012 were utilized in the *Phase I ESA* for the site historic review and showed the following:

- The Project site appears to be vacant land in the 1938, 1953, 1961, 1967, and 1978 aerial photographs. The Site appears to be dry farmed in the 1953 aerial photograph.
- The northern portion of the dairy can be observed in the 1985 aerial photograph.
- Additional cow pens can be observed in the southern portion of the dairy in the 1989 aerial photograph.
- Additional cow pens can be observed in the southern portion of the dairy in the 1996 aerial photograph.
- The dairy operations appear to be similar in the 2002, 2005, 2006, 2009, 2010, and 2012 aerial photographs.

Topographic Map Review

The Elsinore Quadrangle (30-minute series), dated 1901; the Murrieta Quadrangle (15-minute series), dated 1942; the Murrieta Quadrangle (15-minute series), dated 1943; the Romoland and Winchester Quadrangles (7.5-minute series), dated 1953; the Romoland and Winchester Quadrangles (7.5-minute series), dated 1973; the Romoland and Winchester Quadrangles (7.5-minute series), dated 1979; and the Romoland and Winchester Quadrangles (7.5-minute series), dated 2012 indicated the following:

- A structure can be observed in the eastern portion of the Project site on the topographic map sheet dated 1901.
- The Project site appears to be vacant land on the topographic map sheets dates 1942, 1943, 1953, 1973, and 1979.
- The 2012 maps show little detail other than streets in the vicinity.

4.9.2.1.b Historical Immediate Surrounding Properties Usage

Aerial Photograph Review

Aerial photographs for the years dated 1938, 1953, 1961, 1967, 1978, 1985, 1989, 1996, 2002, 2005, 2006, 2009, 2010, and 2012 were utilized in the *Phase I ESA* for the surrounding properties historic review and showed the following:

- Newport Road and Briggs Road can be observed in the 1938 aerial photograph. The surrounding properties to the north, west and south appear to be vacant land. Structures can be observed on the property to the east.
- The property to the north appears to be dry farmed in the 1953 aerial photograph. The properties to the west and south appear to be vacant land. Structures can be observed on the property to the east.
- The properties to the north and west appear to be vacant land in the 1961, 1967, 1978, 1985, 1989, 1996, and 2002 aerial photographs. Structures can be observed on the properties to the east and south.
- Residential development can be observed on the property to the north in the 2005 aerial photograph. The property to the west is vacant land. Structures can be observed on the properties to the east and south.
- Residential development can be observed on the property to the north in the 2006, 2009, 2010, and 2012 aerial photographs. The property to the west is graded for residential development. Structures can be observed on the properties to the east and south.

Topographic Map Review

The Elsinore Quadrangle (30-minute series), dated 1901; the Murrieta Quadrangle (15-minute series), dated 1942; the Murrieta Quadrangle (15-minute series), dated 1943; the Romoland and Winchester Quadrangles (7.5-minute series), dated 1953; the Romoland and Winchester Quadrangles (7.5-minute series), dated 1973; the Romoland and Winchester Quadrangles (7.5-minute series), dated 1979; and the Romoland and Winchester Quadrangles (7.5-minute

series), dated 2012 indicated the following:

- Structures can be observed on the property to the east on the 1901 topographic map sheet. The remaining surrounding properties appear to be vacant land.
- Structures can be observed on the properties to the east and south on the 1942, 1943, 1953, 1973, and 1979 topographic map sheets. The remaining surrounding properties appear to be vacant land.
- The 2012 maps show little detail other than streets in the vicinity.

4.9.2.2 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.

4.9.2.2.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.

4.9.2.2.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.

California Environmental Protection Agency

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 Uniform 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 the onsite residences 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.

4.9.2.2.c Local

Fire Regulations

Fire codes are important to all building construction. The Project site is not located within an area identified as a moderate, high or very high fire hazard severity on Exhibit S-6 High Fire Hazard Areas of Menifee General Plan. 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 of Menifee contracts for fire services with the Riverside County Fire Department / CAL FIRE, for fire protection services. 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, 28349 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 existing fire station to the Project Site is Menifee Lakes Station #76, located approximately 0.69 miles to the northwest of the Project site.

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 Uniform Fire Code established by the International Fire Code Institute and the Uniform Building Code (UBC) established by the International Conference of Building Officials, both prescribe performance characteristics and materials to be used to achieve acceptable levels of fire protection. 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.

4.9.3 Thresholds of Significance

As discussed in Subsection 4.9.1, above, the Project impacts to two (2) criteria pertaining to hazards and hazardous materials 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:

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.
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).

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.

4.9.4 Potential Impacts

THRESHOLD 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?

Less Than Significant Impact with Mitigation Incorporated

The *Phase I ESA* conducted for the Project site did not reveal evidence of recognized environmental conditions or concerns in connection with the Project site. Due to the apparent age of the structures on-site, federal regulations require an asbestos containing materials (ACM) and lead based paint (LBP) survey must be performed on the existing (4 remaining houses which were not demolished prior to the establishment of the baseline for this EIR) site structures when the structures are not occupied and prior to demolition. **Mitigation Measure MM-HAZ-1**, as outlined in Subsection 4.9.5 below, shall be implemented.

With incorporation of **MM-HAZ-1**, any Project impacts related to potential occurrences of asbestos containing materials (ACM) and lead based paint (LBP) will be reduced to a less than significant level.

Because of the prior dairy use on the site, the potential exists for methane to be present on-site. For a typical dairy operation, there is variable organic material beneath the surface due to the significant quantities of manure and urine produced by the livestock.

The technical study *Methane Related Services for the Former Abacherli Dairy Site, City of Menifee, Riverside County, California*, prepared by Carlin Environmental Consulting, Inc., February 2016 (*MRS*) was prepared to analyze the methane present on the Project site and was used for the analysis below.

The *MRS* was conducted for the purpose of providing preliminary information regarding methane beneath the site with the goal of providing guidance during grading and/or development of the site.

Methane production beneath the ground surface is controlled by several factors. It is produced in an anaerobic (oxygen depleted) environment where there is sufficient organic material present. Near the ground surface (upper three feet) there is little methane production because the oxygen content is too high. This is especially true in sandier soils. With depth, the oxygen content decreases and therefore, the potential for methane production increases. Generally, the organic content of soils decreases with depth as the number of roots and other natural organic material decreases. For a typical dairy operation there is variable organic material beneath the surface due to the significant quantities of manure and urine produced by the

livestock. The organics are flushed into the subsurface soils through rain and/or with the urine. The area where the waste products are either stockpiled and/or in the stock ponds have increased flushing of organics into the soils and therefore, the methane production is typically greatest in these areas.

Approximately 85% of the Project site was utilized for previous livestock activities and will require evaluation and/or mitigation for methane. **Figure 4.9-1, *Livestock Activity Evaluation***, indicates those areas that have been identified to have been utilized for livestock related activities and those areas that did not have related activities (highlighted in green). The non-related activities areas include the residential structure areas, areas that were used primarily related to crops, and the site perimeter areas.

Field testing for methane was conducted at the Project site for the purpose of guiding future grading operations. Thirty-two probe sets were installed in a two-day period (**Figure 4.9-2, *Vapor Probe Locations***). This is approximately ½ probe/acre of land that was utilized for former dairy related activities.

There are three (3) general areas present at the Project site:

1) Areas where there was not significant use for domestic animal /dairy related uses (highlighted in green on **Figure 4.9-1**);
2) Areas where domestic animals were present and kept in pens and/or manure stored and spread (areas with no highlights on **Figure 4.9-1**); and
3) Areas of stock ponds or desilting basins that collected the urine and other liquid waste from the animals at the site (areas with red highlights on **Figure 4.9-1**).

In the areas of former stock pens and other uses, the probes were set at depths of 4 and 8 feet below existing grade. In former pond areas a third probe was placed at a depth of approximately 12 feet below existing grades. Probes were sent deeper below the former pond areas to see if there was significant methane producing materials at depth below these features. The soil-gas probes were installed with a direct push rig that punches a hole in the ground. The tubing and gas probes are then placed in the hole and backfilled with sand surrounding the probes and bentonite plugs between the probe depths. The probe tubes are extended above the surface where they can be connected to a device that monitors/reads the amount of methane gas within the soil column. Each probe was monitored twice after the probes were installed in order to verify consistent results.

The results of the methane monitoring are presented on **Table 4.9-1, *Methane Monitoring Results***, below.

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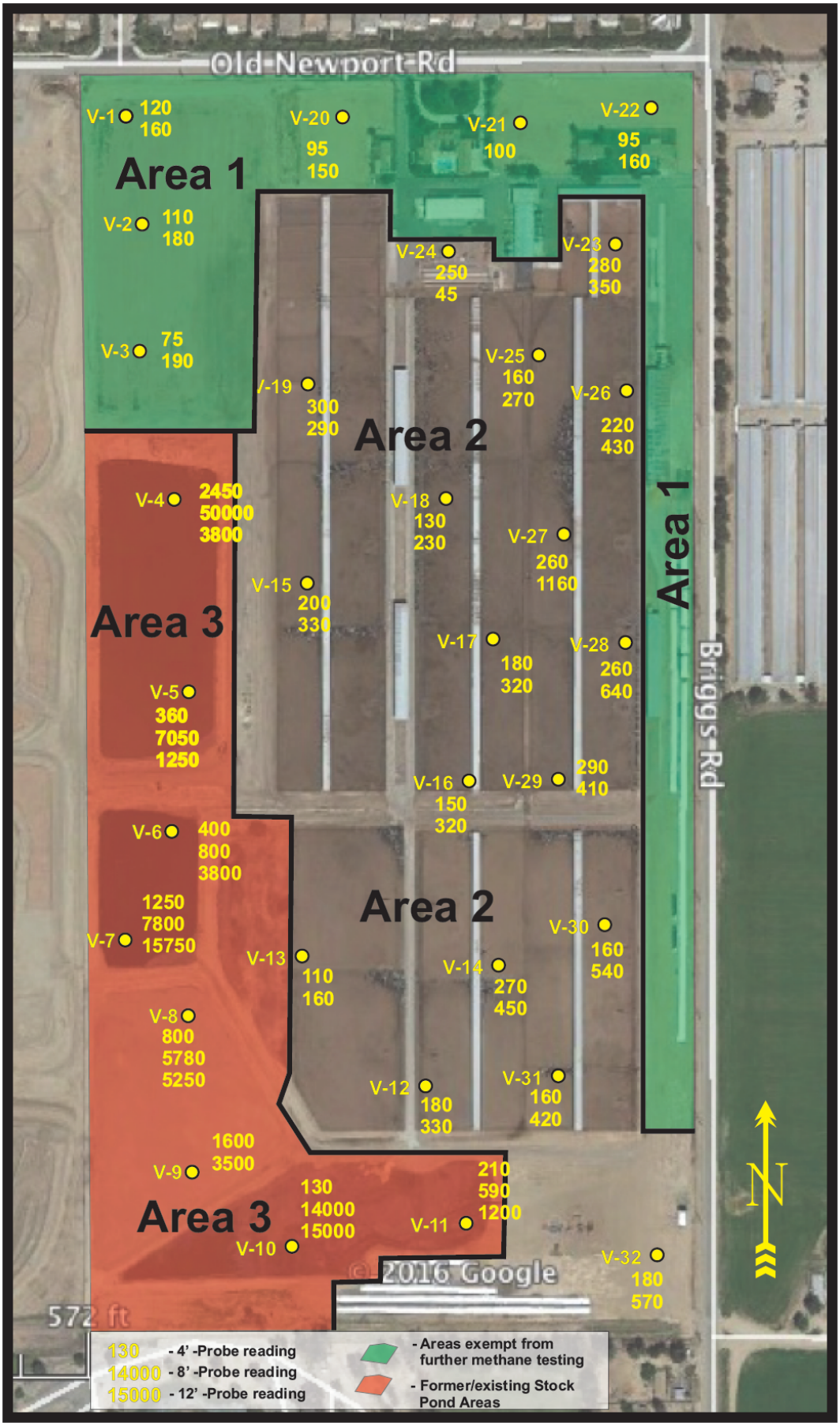
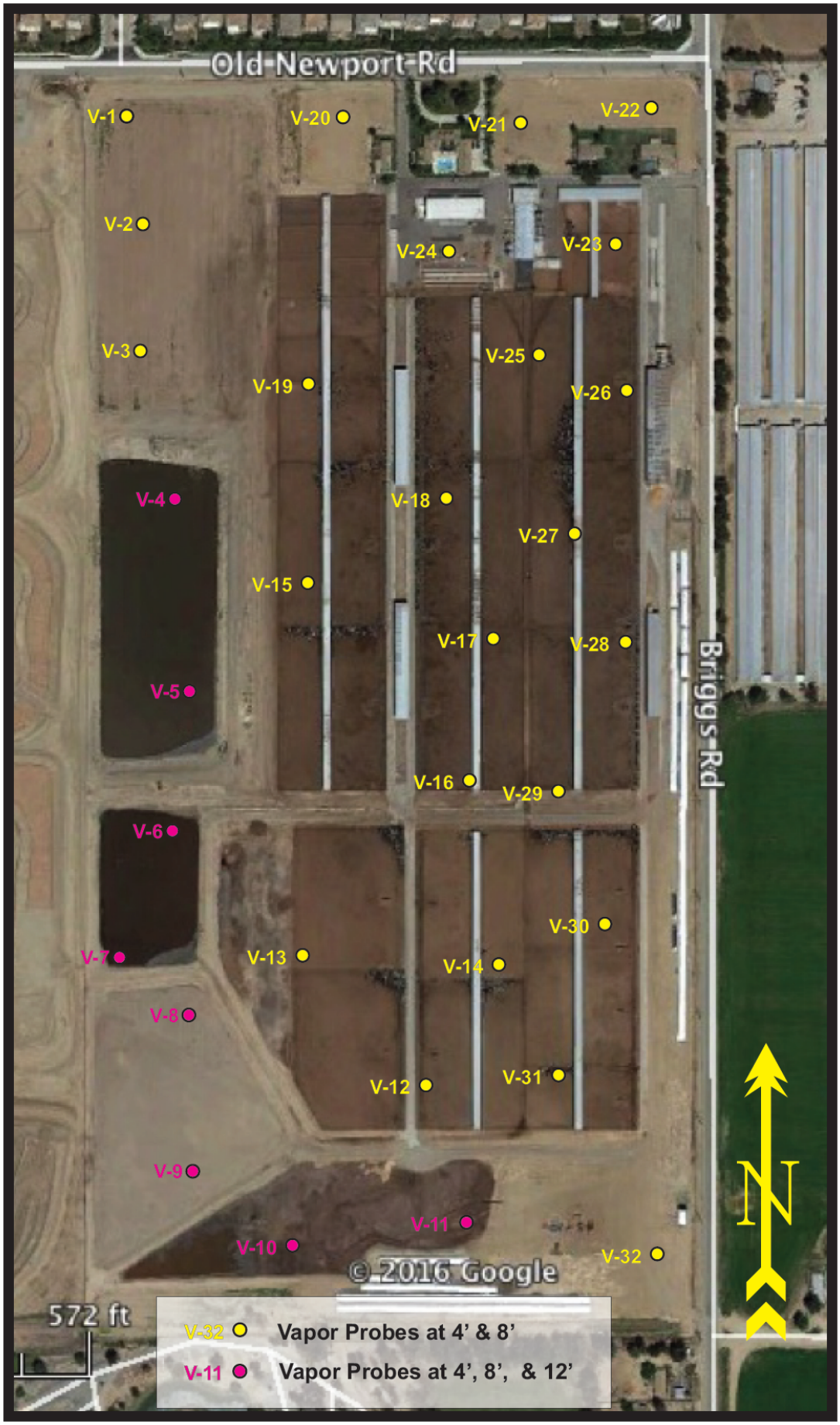
Figure 4.9-1
Livestock Related Activity



Source: Methane Report (**Appendix H**)

Figure 4.9-2
Vapor Probe Locations



Source: Methane Report (**Appendix H**)

Table 4.9-1
Methane Monitoring Results

Probe #	1st Reading (2-2-16)			2nd Reading (2-3-16)		
	4'	8'	12'	4'	8'	12'
1	120	100	x	95	160	x
2	110	180	x	110	140	x
3	75	190	x	50	190	x
4	2,450	50,000	3,800	2,350	49,000	2,700
5	360	7,050	1,250	160	4,400	900
6	35	800	3,800	400	290	1,200
7	1,250	7,800	15,720	590	3,600	4,900
8	800	5,780	5,250	Fail*	Fail*	Fail*
9	1,600	3,500	Fail*	Fail*	4,500-Fail	Fail*
10	130	12,500	25,000	120	14,000-Fail	15,000-Fail
11	200	590	1,200	210	580	750
12	160	320	x	180	330	x
13	110	160	x	60	150	x
14	270	450	x	210	220	x
15	Not read**	Not read**	x	200	330	x
16	150	310	x	130	320	x
17	180	320	x	170	240	x
18	130	120	x	65	230	x
19	300	290	x	Not read**	Not read**	x
20	95	150	x	25	85	x
21	100	Fail*	x	85	Fail*	x
22	95	160	x	75	150	x
23	280	350	x	150	200	x
24	250	Fail*	x	190	45	x
25	160	250	x	120	270	x
26	220	430	x	150	260	x
27	250	1,150	x	360	830-Fail	x
28	260	640	x	250	340	x
29	290	410	x	280	390	x
30	160	510	x	160	540-Fail	x
31	140	420	x	160	420	x
32	160	15	x	160	570	x

* Fail = Lack of air in vapor probe for instrument to read.
** Probe could not be located.
x = No probe installed at depth indicated.

The methane concentrations from the vapor probes were compared to these three use areas. **Figure 4.9-1, *Livestock Related Activity*** indicates the maximum concentration measured (for either of the two readings) for the probes installed at each location.

Analysis of the data in comparison to the past site usage indicates that for those areas that did not have domestic animal use (Area 1 as shown in **Figure 4.9-1**) had the lowest methane readings. In these areas (highlighted in green on **Figure 4.9-1**) the maximum concentration of

methane detected was less than 200 parts per million (ppm). These areas are considered exempt from methane mitigation and/or testing after grading has been completed. These areas are considered exempt from further testing because they were not areas where livestock was in pens or there were no piles of manure etc.; they were either used for agriculture, for living quarters, or similar uses. The areas not exempt had uses related to livestock or runoff and collection ponds. The methane readings detected at this stage do not influence the exemption. **Mitigation Measure MM-HAZ-2**, which requires that all grading plans shall be reviewed to determine the specific lots that are exempt from methane investigation and/or mitigation, and **Mitigation Measure MM-HAZ-3**, which requires that during grading operations, the grading contractor shall not import fill from other portions of the site (identified as Area 2 and Area 3 on Figure 4.9-1, Livestock Related Activity) that has significant manure or organic content into this area, shall be implemented, as outlined in Subsection 4.9.5 below.

After incorporation of **MM-HAZ-2** and **MM-HAZ-3** any impacts to Area 1 will be considered less than significant.

In Area 2, as shown in **Figure 4.9-1**, where the stock pens were located, the concentrations of methane were generally above 100 ppm and below 1,200 ppm. For the County of Riverside there is a threshold of above and below 15,000 ppm. These are considered moderate methane amounts. Manure remnants were observed in the near surface within these former stock pen areas. **Mitigation Measures MM-HAZ-4**, which requires that prior to grading in Area 2, any near surface highly organic material (which includes former manure stockpiles), shall be skimmed from these areas and removed off-site or placed in an onsite, non-structural location such as a park, and **Mitigation Measures MM-HAZ-5**, which requires that a minimum of 30 days after grading has been conducted, Area 2 must be tested for methane on a lot-by-lot basis, shall be implemented, as outlined in Subsection 4.9.5 below.

After incorporation of **MM-HAZ-4** and **MM-HAZ-5** any impacts to Area 2 will be considered less than significant.

In the stock pond and desilting basin areas (Area 3 highlighted in red on **Figure 4.9-1**) methane concentrations were generally above 200 ppm and were as high as 50,000 ppm. This is considered significant. The pre-grading higher concentrations of methane indicate only that methane producing components are present in these areas and may impact what remedial removals are conducted in this area. These areas have collected urine and other waste products from the former daily operations and the subsurface soils have significant concentrations of organic material that have resulted in the production of methane. The near surface soils may not currently be producing the greatest quantities of methane; however, this may be due to increased oxygen content, which is less favorable for methane production. The production of significant methane was measured at depths of up to 12 feet. It is likely that that methane is being produced at depths greater than 12 feet. **Mitigation Measure MM-HAZ-6**, requires submittal and approval of a remediation plan to the City Engineering Department (prior to grading permit issuance) and that remedial removals in former stock pond areas be monitored by the Project Geotechnical Consultant, during grading in Area 3, as outlined in Subsection 4.9.5, shall be implemented.

As it relates to the Project creating other significant hazards to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, during operations, the transport of hazardous materials to the Project site can result in additional potential for accidental spills, leaks, or other hazards such as fire or explosion. For such transporters, the existing regulatory environment will ensure that the hazardous materials and any hazardous wastes transported to and from the Project site will be properly managed. These regulations are codified in Titles 8, 22, and 26 of the California Code of Regulations and Title 40 of the Code of Federal Regulations. Haulers must comply with all existing applicable federal, state and local laws and regulations regarding transport, use, disposal, handling and storage of hazardous wastes and material. Compliance with these laws and regulations related to transportation will minimize potential exposure of humans or the environment to significant hazards from transport of such materials and wastes. Due to the inability to ascertain what these hazardous materials may be at this time; these regulations are considered sufficient to control potential hazards from accidents to a less than significant impact level. Should specific uses generate hazardous materials during the life of the Project, subsequent analysis may be required to ascertain impacts and mitigation, if required (i.e., medical wastes, chemical wastes, etc.).

Lastly, hazardous materials anticipated during operations are anticipated to be those most commonly associated with residences and landscaping, which include cleaning products, petroleum products, etc. These types of hazardous materials are not potentially hazardous to large numbers of people, especially at the scale they would be stored and used with a residential use. Therefore, the Project will not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Remedial removals in the stock pond areas should be based on visual observations by the Project Geotechnical Consultant required pursuant to **MM-HAZ-6**, to determine if highly organic rich layers are present. Should highly organic rich layers be present**,** then **Mitigation Measure MM-HAZ-7**, which requires that remedial removals as deep as 12 feet below the former stock ponds shall be required, and **Mitigation Measure MM-HAZ-8**, which requires that a minimum of 30 days after grading has been conducted Area 3 must be tested for methane on a lot-by-lot basis, as outlined in Subsection 4.9.5 below, shall be implemented.

After incorporation of **MM-HAZ-4** and **Mitigation Measures MM-HAZ-6** through **MM-HAZ-8** any impacts to Areas 2 and 3 will be considered less than significant.

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

Approximately 65% of the Project site is located in the southerly limits of 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 13 miles to the 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 6.8 miles to the northwest of the Project site. No impacts are anticipated.

An application was submitted to ALUC for General Plan Amendment (2016-287), Specific Plan (2017-286), Zone Change (2016-288), and Tentative Tract Map No. 37131 (2016-285). The Project was assigned File No. ZAP1283MA17. 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 September 28, 2017 (reference *ALUC Letter*).

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 Nos. 2016-286 (Specific Plan), a proposal to establish a new "Rockport Ranch" Specific Plan with single-family residential and open space/recreation uses on 79.68 acres located at the southwest comer of Old Newport Road and Briggs Road, 2016-287(General Plan Amendment), a proposal to amend the site's General Plan Land Use Element designation from Agriculture (AG) to Specific Plan (SP), and 2016-288, a proposal to change the zoning classification of the site from Heavy Agriculture - 10-Acre Minimum (A-2-10) to Specific Plan (SP).*
>
> *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/Inland Port Airport Land Use Compatibility Plan, residential density is not restricted.*
>
> *As ALUC Director, I hereby find the above-referenced General Plan Amendment, Specific Plan, and Zone Change CONSISTENT with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan ("March ALUCP").*

This finding of consistency relates to airport compatibility issues and does not necessarily constitute an endorsement of the proposed General Plan Amendment, Specific Plan, and Zone Change. As the site is located within Compatibility Zone E, both the existing and proposed General Plan designation and zoning of this property are consistent with the March ALUCP."

Four conditions were contained in the *ALUC Letter*. These will be included as **Standard Condition SC-AES-1**, and **Mitigation Measures MM-HAZ-9** through **MM-HAZ-11**, which require that lighting installed be shielded, prohibited uses during operations, require disclosing proximity to airport, and set parameters for the design of above-ground basins, as outlined in Subsection 4.9.5 below.

Standard Condition SC-AES-1, and **MM-HAZ-9** through **MM-HAZ-11** will be incorporated so that future residents of the Project will be aware of the potential impacts from the March Air Reserve Base/Inland Port Airport. 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.

4.9.5 Avoidance, Minimization, Standard Conditions, and Mitigation Measures

Avoidance

No avoidance measures are required.

Minimization

No minimization measures are required.

Standard Condition(s)

The following standard conditions were identified in the IS in order to ensure that the Project's potential create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; or to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan was reduced to a less than significant level:

SC-HYD-1 **Pursuant to the Menifee Municipal Code § 15.01.015, new development or redevelopment projects shall control stormwater runoff so as to prevent any deterioration of water quality that will impair subsequent or competing uses of the water. The Director of Public Works will 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.**

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-AES-1 **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.**

Mitigation Measure(s)

The following mitigation measures are provided to reduce potential adverse hazards and hazardous material impacts related to methane exposure from asbestos containing materials (ACM) and lead based paint (LBP), the prior dairy use on the Project site, and due to proximity of the March Air Reserve Base/Inland Port Airport:

MM-HAZ-1 **If any materials are discovered at the site during any demolition activities that may contain asbestos (ACM) or lead based paint (LBP), 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 **All grading plans shall be reviewed to determine the specific lots that are exempt from methane investigation and/or mitigation. A note shall be**

added to the grading permit, and final, approved grading plan that lists the specific lots that are exempt from methane investigation and/or mitigation.

MM-HAZ-3 **During grading operations, the grading contractor shall not import fill from other portions of the site (identified as Area 2 and Area 3 on Figure 4.9-1, *Livestock Related Activity*) that has significant manure or organic content into this area.**

MM-HAZ-4 **Prior to grading in Area 2, any near surface highly organic material (which includes former manure stockpiles), shall be skimmed from these areas and removed off-site or placed in an onsite, non-structural location such as a park.**

MM-HAZ-5 **A minimum of 30 days after grading has been conducted, Area 2 must be tested for methane on a lot-by-lot basis. A final report shall be prepared and submitted to the City for review and approval. Recommendations for methane remediation per County of Riverside Protocols (2004) shall be designed prior to the issuance of any subsequent building permits.**

MM-HAZ-6 **Prior to the issuance of a grading permit, a remediation plan shall be submitted to and approved by the Engineering Department. During grading operations, remedial removals in former stock pond areas shall be monitored by the Project Geotechnical Consultant, during grading in Area 3. Organics that produce methane may have been flushed deep into the native soils.**

MM-HAZ-7 **Remedial removals as deep as 12 feet below the former stock ponds shall be required. This will be coordinated with the information contained in the Project Geotechnical Evaluation, prepared by GEOTEK, Inc., March 2016 in order to provide appropriate remedial removal depths to provide a suitable foundation material. The organic content of fill materials beneath residential structures shall be less than 1% of the total fill mass. This shall be reflected on any and all grading plans.**

MM-HAZ-8 **A minimum of 30 days after grading has been conducted Area 3 must be tested for methane on a lot-by-lot basis. A final report shall be prepared and submitted to the City Building and Safety Department for review and approval. Recommendations for methane remediation shall be designed per County of Riverside Protocols (2004, or most recent) prior to the issuance of any subsequent building permits.**

MM-HAZ-9 **During operations, the following uses shall be prohibited:**

(a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved

navigational signal light or visual approach slope indicator.

(b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

(c) Any use which would generate smoke or water vapor, or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.

(d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

MM-HAZ-10 The following disclosure shall be provided prior to the close of escrow to all potential purchasers of the proposed lots and to tenants of the homes thereon:

"Notice of Airport in Vicinity. This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibrations, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b)(13)(A)".

MM-HAZ-11 As part of the Project WQMP, all new aboveground detention or bioretention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. As part of the Project landscape plans, vegetation in and around the detention/bioretention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in Project landscaping.

4.9.6 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.

There are no private airstrips within two miles of the Project site. The closest private airstrip, Pines Private Airfield, is located approximately 2.8 miles to the southeast of the Project site. No cumulative impacts will occur.

A limited potential exists to interfere with an emergency response or evacuation plan during construction. The majority of the 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. There are also 14 existing SCE overhead poles with two 115kV transmission lines along Briggs Road that will be relocated into the parkway behind the curb, gutter, and sidewalk. 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 it was prior to the 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 3.6 miles due north 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 1.9 miles south-southeast 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 nor result in any cumulative impacts.

The 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 a fire hazard zone. There are no wildland conditions in the suburbanized area where the Project site is located. No cumulative impacts will occur.
Due to the apparent age of the structures on-site, federal regulations require an asbestos containing materials (ACM) and lead based paint (LBP) survey must be performed on the existing site structures when the structures are not occupied and prior to demolition. With incorporation of **Mitigation Measure MM-HAZ-1**, any Project impacts related to potential occurrences of asbestos containing materials (ACM) and lead based paint (LBP) will be reduced to a less than significant level. No cumulative impacts will occur.

Because of the prior dairy use on the site, the potential exists for methane to be present on-site. For a typical dairy operation, there is variable organic material beneath the surface due to the significant quantities of manure and urine produced by the livestock. There are three (3) general areas present at the Project site: areas where there was not significant use for domestic animal /dairy related uses (highlighted in green and labeled Area 1 on **Figure 4.9-1**); areas where domestic animals were present and kept in pens and/or manure stored and spread (areas with no highlights and labeled Area 2 on **Figure 4.9-1**); and areas of stock ponds or desilting basins that collected the urine and other liquid waste from the animals at the site (areas with red highlights and labeled Area 3 on **Figure 4.9-1**). **Mitigation Measures MM-HAZ-2** through **MM-HAZ-8** will be incorporated to ensure that any potential impacts from methane on 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. Approximately 65% of the Project site is located at the southerly limits of Zone E. The runway for March Air Reserve Base/Inland Port Airport is located approximately 13 miles to the northwest of the Project site. **Standard Condition SC-AES-1**, **Mitigation Measures MM-HAZ-9** through **MM-HAZ-11** will be incorporated so that future residents of the Project will be aware of the potential impacts from the March Air Reserve Base/Inland Port Airport. 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-AES-1** and incorporation of **Mitigation Measures MM-HAZ-1** through **MM-HAZ-11**, the Project will not result in adverse cumulative hazard and hazardous materials impacts that rise to a cumulatively considerable level.

4.9.7 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-AES-1** and incorporation of **Mitigation Measures MM-HAZ-1** through **MM-HAZ-11**, 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.

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4.10 HYDROLOGY AND WATER QUALITY

4.10.1 Introduction

This Subchapter will evaluate the environmental impacts to the issue area of hydrology and water quality from implementation of the Project. Section V.9., Hydrology and Water Quality, 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?
b. Would the Project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?
c. 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, in a manner which would result in substantial erosion or siltation on- or off-site?
d. 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 substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?
e. Would the Project 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?
f. Would the Project otherwise substantially degrade water quality?
g. Would the Project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?
h. Would the Project place within a 100-year flood hazard area structures which would impede or redirect flood flows?
i. Would the Project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?
j. Would the Project be subject to inundation by seiche or mudflow?

Based on the analysis in the IS it was determined that the questions pertaining to two (2) issue areas, b. and i., 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 these questions, the IS identified “no impact” to those issue areas, as a result of implementation of the Project.

Based on the analysis in the IS, the remaining issue areas a., c., d., e., f., g., h., and j., related to hydrology and water quality in the questions asked above **would** be further analyzed in the DEIR.

Subsequent to the Initial Study being circulated and prior to the DEIR being completed, the City of Menifee revised its Initial Study checklist. These revisions were made based on the changes

adopted in November 2018, by the State of California, to the guidelines for implementing the California Environmental Quality Act (CEQA), Appendix G Environmental Checklist Form. Issue area a. text was revised; c. was re-lettered as c.i.; d. was re-lettered as c.ii.; c.iii. is a new question; h. was re-lettered as c.iv.; d. and e. are new questions; e., f., g., and j. are deleted. The text revisions are outlined below and will be reflected in the DEIR and questions deleted from the (IS) checklist will not be analyzed in the DEIR.

Therefore, the following seven (7) issue areas will be analyzed in the DEIR:

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. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No mitigation measures have been carried over to this DEIR from the IS. Standard requirements for erosion control and grading, including, a site drainage plan, Storm Water Pollution Prevention Plan (SWPPP), Water Quality Management Plan (WQMP), payment of fees, and wastewater (see **Standard Conditions SC-HYD-1** through **SC-HYD-4** in Subsection 4.10.5) were discussed in the IS and will carry forward into this DEIR.

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

- *GPEIR (Chapter 5.9 – Hydrology and Water Quality)* https://www.cityofmenifee.us/262/Draft-Environmental-Impact-Report
- *Project Specific Water Quality Management Plan, Rockport Ranch,* prepared by Excel Engineering, June 17, 2019 (*WQMP*, **Appendix J1**)
- *Hydraulic / Hydrology Study for Rockport Ranch Development*, prepared by Excel Engineering, July 31, 2019 (*HHS*, **Appendix J2.a**)
- *Hydrologic and Hydraulic report for Menifee Valley Area Drainage Plan*, prepared by Rick Engineering Company, August 16,2007 (**Appendix J2.b**)

- *Geotechnical Evaluation for Proposed Single-Family Residential Development 29875 Newport Road Menifee, Riverside County, California*, prepared by GEOTEK, Inc., March 2016 (*Geo Evaluation*, **Appendix F1**)
- 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
- *Phase I Environmental Site Assessment 29875 Newport Road Menifee, Riverside County, California 92584*, prepared by GEOTEK, Inc., February 2016 (*Phase I ESA*, **Appendix G1**)
- Eastern Municipal Water District (EMWD), 2015 Urban Water Management Plan, June 2016 https://www.emwd.org/home/showdocument?id=1506
- Water Quality Control Plan for the Santa Ana River Basin (8) https://www.waterboards.ca.gov/santaana/water_issues/programs/basin_plan/

<u>Comment Letters Received on the Notice of Preparation (NOP)</u>

Comment Letter #7 was received from Jan L. Westfall (dated 10/4/17) regarding hydrology and water quality in response to the NOP. Within this comment letter were the following comments pertaining to hydrology and water quality:

- The water requirements for creation and maintenance of the two man-made lakes must be fully analyzed.
  - Questions to be addressed as it pertains to groundwater, groundwater recharge, aquifer volume, or groundwater table level:
    - What volume of water will be required to fill the lakes (accounting for evaporation during the filling process)?
    - What water source will be used to fill the lakes initially (depletion of ground water or pumping of recycled water)?
    - What volume of water will be required on an annual basis to maintain the lakes at full water level?
    - What water source will be used to maintain constant water levels in the lakes after each initial filling?
  - Address the quality of the water due to presence of methane in the soil.

- The EIR must comprehensively address all of the Project's potentially significant environmental effects.
  - The EIR must consider the impact that a potentially highly polluted body of water – polluted by drilling in methane rich soils and storm run-off might have on riparian species.

Response: Project impacts to groundwater, groundwater recharge, aquifer volume and ground water table were address in Section 9.b of the Initial Study, and the analysis in this Subchapter. According to Section 9.b of the Initial Study:

> *"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 90 feet below ground surface (bgs). Project-related grading will not reach these depths and no disturbance of groundwater is anticipated. The proposed single-family residential 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."*

The water needed to fill the lakes, replenish the lakes and its effect upon the environmental are also analyzed in Subchapter 4.18, Utilities and Service Systems. Methane, where applicable to water quality was analyzed in Subchapter 4.9, Hazard and Hazardous Materials. Groundwater is also discussed in Threshold e.

The following issue was raised by Jan Westfall at the public scoping meeting, regarding hydrology and water quality issues:

- Jan Westfall
  - Inquired about using water to fill lakes – asked about how the civil design behind the lakes works.

Response: The design, as well as the water needed to fill the lakes, replenish the lakes, and its effect upon the environmental are analyzed in Subchapter 4.18, Utilities and Service Systems.

Therefore, the above issues a., c.i. through c.iv., d., and e., in addition to the issues identified in the IS/NOP and at the scoping meeting (summarized above), are the focus of the following evaluation of hydrology and water quality.

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

4.10.2 Environmental Setting

4.10.2.1 Drainage

The Project site has existing 10'-20' deep retention ponds located in the southwest corner of the property left over from the dairy operations stockpiles, though the entire western edge of the site is bermed due to development of Tract Map 30422-3 ("The Lakes" residential community) on the adjacent property to the west, with no current opening at the proposed outlet from the Project site for storm water flows.

The Project site is located in the Santa Ana River watershed. Existing elevations of the site vary from approximately 1,440 above mean sea level in the northeast to approximately 1,425 above mean sea level in the southwest. The existing ground slopes generally from north to south while the western portion of the Project site slopes westerly toward the Project boundary and the retention ponds. The historical storm water runoff discharge point from the property is

located about 300' north of the southwest corner of the parcel, but, as stated above, the newly constructed berm by the adjacent development prohibits flows from continuing on to "The Lakes."

According to **Figure 9-1, *FEMA FIRM Map Panel 2070*** of the Initial Study, the Project site is located in an area subject to inundation by the 1-percent-annual-chance flood event.

Off-site flows are well delineated in the above referenced *Hydraulic / Hydrology Study for Rockport Ranch Development*, prepared by Excel Engineering, July 31, 2019 (*HHS,* **Appendix J2.a**). It should be noted that Excel engineering is using the Rick Engineering Study, *Hydrologic and Hydraulic report for Menifee Valley Area Drainage Plan*, dated August 16, 2007 (**Appendix J2.b**). The area designated as "E1" was defined by Rick Engineering. Area E1 was further broken down into smaller subbasins to define the on-site and off-site flows. This also denotes that the different areas off-site flows are accounted for from area E1, defined and conforming to the original Rick Engineering study. The defined overall basin for the Menifee Valley area, denoted by Rick Engineering, has provided the overall flow that will be used at the outlet of the property line, i.e. water going to the Lakes. The subbasin that directly impacts the Project site is defined as Area E1 - a 222.3 acre watershed that includes the 79.7 acre Project site as well as an additional 142.6 acre off-site area that extends from the midpoint of the east property line of the site to the east-northeast up to the ridgeline of the mountains to the east. Reference **Figure 4.10-1a, *Existing Area Subbasin*** and **Figure 4.10-1b, *Menifee Valley Area Drainage Plan***. The off-site flow will be intercepted at the Project's east property line midpoint and directed south along Briggs Road to the intersection with Tres Lagos at the southeast corner of the project site. There the flows from Area E1 combine with flows from the 300+ acre Area D1. Under existing conditions this combined flow travels westerly, creating a floodplain that encompasses the existing campground property to the south as well as the southern half of the project site prior to its outlet at the historical storm water runoff discharge point from the Project site.

4.10.2.2 Groundwater Resources and Quality

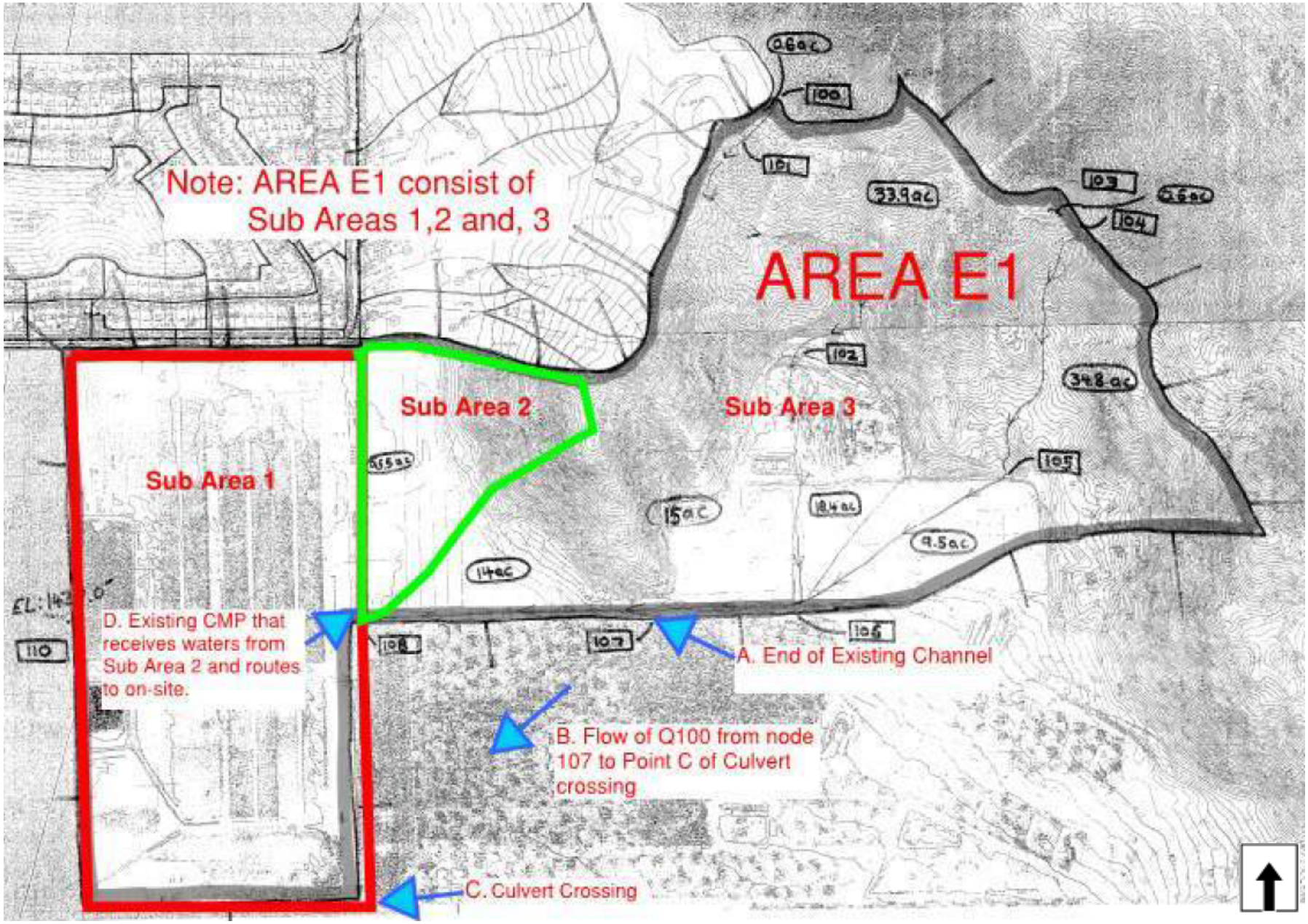
The Project site is located in the Menifee Hydrologic Subarea (HSA) within the Perris Hydrologic Area of the San Jacinto Valley Hydrolic Unit. The *Geo Evaluation* noted that groundwater at the site is more than 90 feet below ground surface (bgs).

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 subbasins, 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.

There are two (2) existing wells at southwestern-most portion of the property that would be abandoned and relocated to a more northern location**.** A well test (conducted in April 2018) showed that the wells could generate up to 243 gallons of water per minute (gpm) for 6 hours

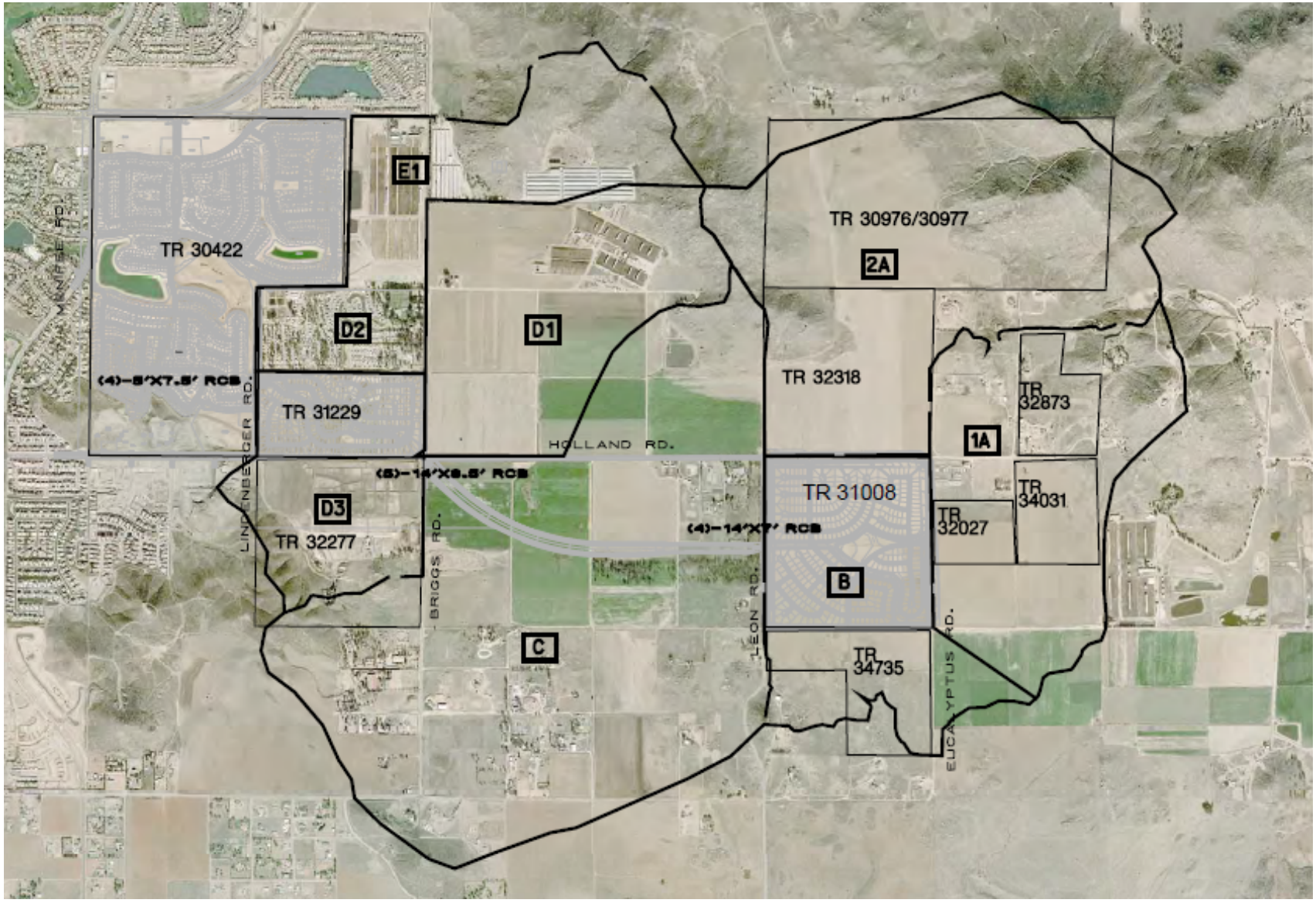
with only 3 feet of drawdown. The wells have been in operation for close to four (4) decades. According to the Property owner, the dairy used approximately 100,000 gpd (gallons per day), which equates to 3,000,000 gallons per month, or approximately 9 acre-feet per month from EMWD.

Figure 4.10-1a
Existing Area Subbasin



Source: Hydrology Report (**Appendix J2.a**)

Figure 4.10-1b
Menifee Valley Area Drainage Plan



Source: Rick Engineering Hydrology Report (**Appendix J2.b**)

The wells provided another 3 acre-feet per month (approximately 975,000 gallons), which equates to approximately 12,000,000 gallons per year from the wells.

4.10.2.3 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.

Because of the prior dairy use on the site, the potential exists for methane to be present on-site. For a typical dairy operation, there is variable organic material beneath the surface due to the significant quantities of manure and urine produced by the livestock. No other potential source of current water quality degradation has been identified at the Project site, except a potential for erosion and sedimentation during heavy precipitation.

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 4.10-1, *Receiving Waters for Urban Runoff from Site***, below, provides a list of the designated beneficial uses and any known pollutants (impairments) in these downstream waters. The three (3) downstream surface water locations are: Salt Creek; Canyon Lake; and Lake Elsinore. Since Canyon Lake/Salt Creek 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 4.10-1
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
Canyon Lake/Salt Creek	Nutrients, Pathogens.	REC1; REC2; WARM; WILD	None
Lake Elsinore	Nutrients, Organic enrichment/low dissolved oxygen, Polychlorinated biphenyls (PCBs), Sediment Toxicity and unknown toxicity.	WARM; REC1; REC2	None

Source: *WQMP* 2018, (**Appendix J1**)

As listed in **Table 4.10-1**, above, 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/Salt Creek 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.

Without Project standard conditions (discussed below), 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 4.10-2, *Pollutant of Concern Summary***, below, lists the pollutant category, potential for pollutant for Project (and/or existing site), and causing receiving water impairment.

Table 4.10-2
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: *WQMP* 2018, (**Appendix J1**)

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 of Menifee 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 4.10.5 below, 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.

4.10.2.3 Pertinent Regulations

4.10.2.3a 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.

4.10.2.3b 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.

4.10.2.3c City of Menifee

General Plan 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 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 (DIF) for storm drainage facilities in accordance with the fee structure in place at the time of development. The current fee is $2,286/single-family unit. **Standard Condition SC-HYD-4**, requiring payment of DIF as outlined in Subsection 4.10.5, 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.

4.10.3 Thresholds of Significance

As discussed in Subsection 4.10.1, above, the Project impacts to seven (7) criteria pertaining to hydrology and water quality 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. 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. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?

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

The 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 hydrology and water quality 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 violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact

A project normally would have an impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Water Code Section 13050, or that cause regulatory standards to be violated as defined in the applicable National Pollutant Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for a receiving water body. For the purpose of this specific issue, a significant impact could occur if the Project would discharge water that does not meet the quality standards of the agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts could also occur if the Project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include preparation of a Water Quality Management Plan (WQMP) to reduce potential post-construction water quality impacts.

Construction Impacts

Three general sources of potential short-term, construction-related stormwater pollution associated with the Project include: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment;

and 3) earth-moving activities which, when not controlled, may generate soil erosion via storm runoff or mechanical equipment.

The Project requires the preparation of a SWPPP for control of pollutants during construction and a 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.

The BMPs for this Project, which will be included in either the SWPPP, or *WQMP* (as applicable), may include a combination of the following, as depicted below:

- Landscape swale;
- Landscape strip;
- Biofiltration (with underdrain);
- Extended Detention Basin;
- Sand Filter Basin;
- Infiltration Basin;
- Permeable Pavement;
- Bioretention (without underdrain); and/or
- Other BMPs, including Proprietary BMPs.

<u>Operational Impacts</u>

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 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.

Standard Conditions SC-HYD-1 through **SC-HYD-3** (requiring a site drainage plan, regarding SWPPP, and regarding WQMP, respectively) 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 water reclamation facility. **Standard Condition SC-HYD-5**, regarding wastewater and as outlined in Subsection 4.10.5, 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.

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

Under proposed conditions off-site flows (considered bypass flows that will receive no water quality treatment), will collect at the northeast corner of the intersection of Briggs Road and Tres Lagos in an underground reinforced concrete box culvert (sized for ultimate conditions) and flow westerly along the north side of Tres Lagos and south of the Project development to the west Project boundary, then northerly along that boundary to the historical discharge location. The box culvert will penetrate the existing berm, and the outfall will meet existing improvements on the adjacent tract that direct the flows into the lake system that have been created to accept these historical flows. Off-site flows will come from 3 locations along Briggs road; two locations that will bring water from an existing CMP pipe and then the additional area where the proposed box culvert will designate water flow to as outlined in the Rick Engineering Report. All flows from off-site will confluence on-site on the northwest corner of Briggs Road and Tres Lagos Drive, inside the box culvert.

The off-site flows generated by the road improvements for Old Newport Road, Briggs Road, and Tres Lagos Drive will be collected and treated by biofiltration facilities prior to release into new public storm drain facilities. Flows from the south side of Old Newport Road will be collected and treated by two bioretention basins located at two existing low points in the road and directed westerly in the existing storm drainage piping within that roadway that routes storm water into existing facilities along the north side of “The Lakes” development. Briggs Road generally flows from north to south and two low points are to be created by the improvements to the west half of the street. Flows will be collected in two bioretention basins located at these two low points and then connect, after treatment, to the proposed storm drain piping that routes Area E1 flows southerly to the intersection of Tres Lagos Drive and the connection with the underground box culvert. Flows from Tres Lagos Drive will flow to the north side of the street into two bioretention basins located at two low points created by the road improvements. After treatment, these flows will connect to the proposed underground box culvert and proceed to bypass the Project development to the historical discharge location.

In terms of onsite drainage patterns, the entire site is designed to generally flow from north to south at very shallow grades. Low points are planned at multiple locations within the onsite network of roadways, open spaces and the trail system to collect the surface runoff with individual Drainage Management Areas (DMAs) delineated for the purpose of providing detailed sizing criteria for water quality facilities. These individual DMAs are collected and directed into the private storm drainage system, combined with other DMAs, and routed southerly to one of several entry points to the Project’s lake located in the southern half of the site. Reference **Figure 4.10-2, *Proposed Drainage Management Areas (DMAs)***.

The lake, with two main footprints connected by a box culvert to maintain one water surface level between the two, is intended to also serve as a wetpond for water quality treatment as well as serve the community’s peak flow detention capacities to allow for release of storm water at predeveloped rates. The private storm drainage system will discharge into the

lake/wetpond/detention basin system through hydraulically-designed forebays to provide velocity dissipation and settlement pretreatment prior to the ultimate goal of the wetpond to settle out pollutants within the lake.

Ultimately, flows will discharge from the lake/wetpond/detention basin system to the west through an underground reinforced concrete box culvert that extends to the western Project boundary at the historical discharge point, immediately adjacent to the outfall of the off-site flow bypass line. The combined on-site and off-site flows then continue through the drainage channels of "The Lakes" development at flows that have been detained and released at rates that will achieve a "No-Rise" ("No Rise" is determined by the Rick Engineering Report) certification from FEMA for the delineated floodplain.

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 of Menifee's Engineering Department. The final grading and drainage plan will be approved by the City of Menifee's 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. Additionally, several basins, approximately 5 feet to 20 feet in depth, are located in the western and southwestern portions of the site and collect storm water.

Standard Conditions SC-HYD-1 through **SC-HYD-4** 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.

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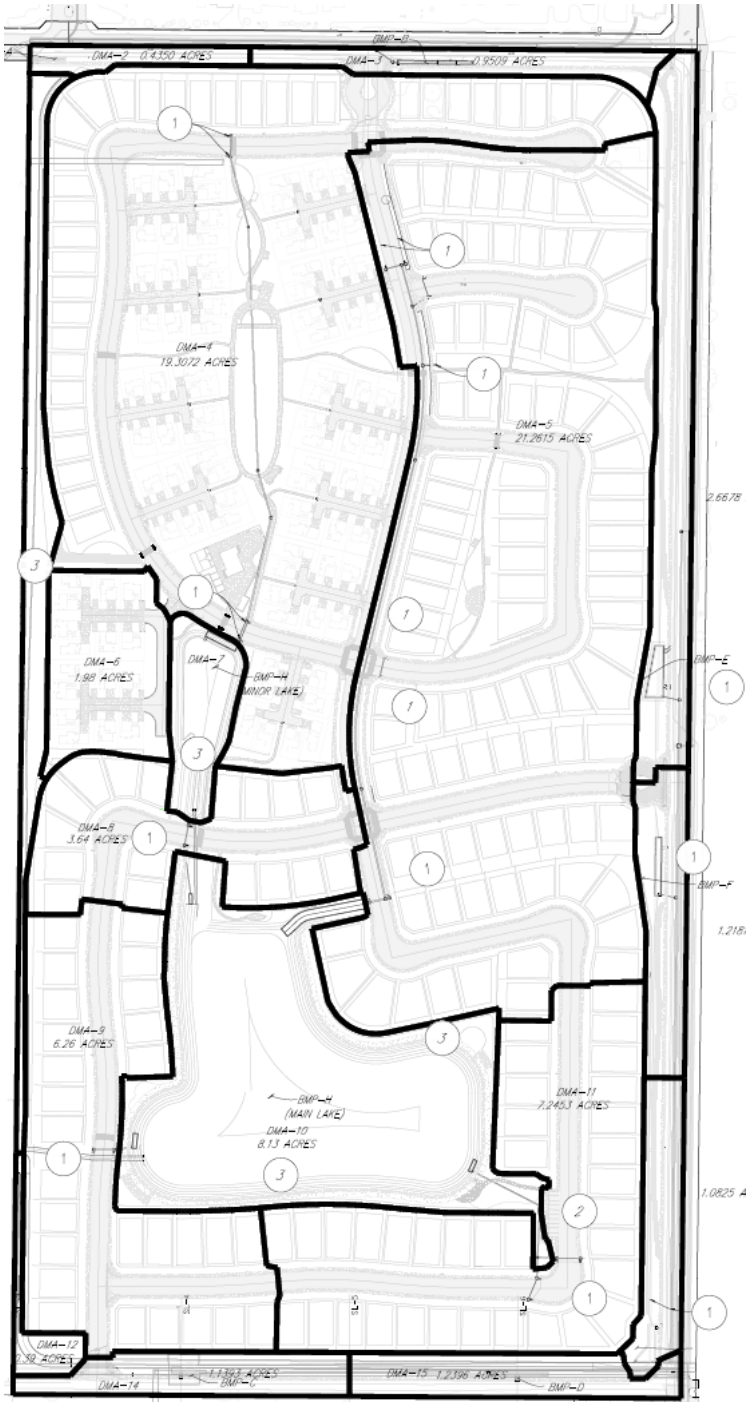
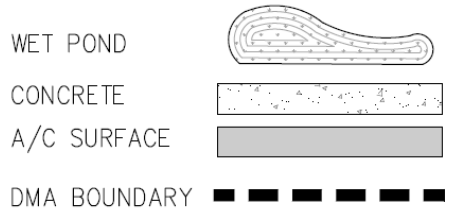
Figure 4.10-2
Proposed Drainage Management Areas (DMAs)



SOURCE CONTROL

POTENTIAL SOURCES OF RUNOFF POLLUTANS	PERMANENT CONTROLS
STORM DRAIN INLETS 1	MARK ALL INLETS WITH THE WORDS "ONLY RAIN DOWN THE STORM DRAIN" SEE APPENDIX 8 IN WOMP REPORT FOR LABEL DETAILS.
PUBLIC PLAZAS, SIDEWALKS, AND PARKING LOTS 2	• SIGN WITH THE WORDS "NO LITTERING". • "TRASH BINS" SIGNS NEARBY TRASH BINS. • COVERED TRASH BINS WITH PLASTIC BAG INSIDE LOCATED STRATEGICALLY. • STREET SWEEPING.
LANDSCAPE/ OUTDOOR PESTICIDE USE 3	• EXISTING NATIVE TREES, SHRUBS, AND GROUND COVER ARE PRESERVED TO THE MAXIMUM EXTENT POSSIBLE. • LANDSCAPING IS DESIGNED TO MINIMIZE IRRIGATION AND RUNOFF, AND TO MINIMIZE THE USE OF FERTILIZERS AND PESTICIDES THAT CAN CONTRIBUTE TO STORM WATER POLLUTION. • FOR THE LANDSCAPING IN THE BIO-RETENTION AREAS USE CALIFORNIAN DROUGHT TOLERANT NATIVE GRASSES SUCH AS: HUMMING BIRD SAGE, COMMON YARROW, POLYPODY FERN AND/OR FUSCHIA.



Source: WQMP(**Appendix J1**)

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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

Consistent with the discussion in Threshold 4.10.4.c.i, 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. With site design features which incorporate measures to control surface runoff, and the incorporation of **Standard Conditions SC-HYD-1** through **SC-HYD-4**, the Project's potential impacts to hydrology and water quality resources (that 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 substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite) would remain less than significant.

No streams or rivers cross the Project site.

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?

Consistent with the discussion in Thresholds 4.10.4.a, 4.10.4.c.i, and 4.10.c.ii, 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. With site design features which incorporate measures to control surface runoff, and the incorporation of **Standard Conditions SC-HYD-1** through **SC-HYD-4**, the Project's potential impacts to hydrology and water quality resources (that 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 substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite) would remain less than significant.

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

Less Than Significant Impact

According to **Figure 9-1, *FEMA FIRM Map Panel 2070*** of the Initial Study, the Project site is

located in an area subject to inundation by the 1-percent-annual-chance flood event. All runoff from the future developed site will be managed including future storms up to the 100-year storm, as described in Threshold 4.10.4.c, above. Based on these findings, the Project can be implemented without exposing the Project to a significant flood hazard using the 100-year criterion. Therefore, the Project will not impede or redirect flood flows in a manner that would result in significant adverse impacts to the environment.

THRESHOLD d: In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?

According to **Figure 9-1, *FEMA FIRM Map Panel 2070***, of the Initial Study, the Project site is located in an area subject to inundation by the 1-percent-annual-chance flood event. All runoff from the future developed site will be managed including future storms up to the 100-year storm, as described in Threshold 4.10.4.c, above. Based on these findings, the Project can be implemented without exposing the Project to a significant flood hazard using the 100-year criterion.

There are several lakes in the City of Menifee in vicinity of the Project. These are:

- Menifee Lakes Country Club (northwest of the Project site – 0.76 miles);
- Menifee Lakes development (west of the Project site – 0.28 mile);
- The lake associated with the tract immediately west of the Project site – 300 feet; and
- The lake associated with the Tierra Shores Development immediately north of the Project site – 360 feet.

There is no possibility of a seiche from these lakes affecting the Project site given the proximity of these lakes is over 300 feet from the Project site, at their closest points. As noted in Section 6.a.iv of the Initial Study, the Project site has not been identified as being in an area susceptible to landslides, thus the potential for mudflow is relatively low, because the Project does not lie in a landslide hazard zone and no natural rivers or streams are located in the Project vicinity. The Project site is not subject to tsunami due to its elevation and distance (over 40 miles) from the ocean. No impact will occur from a tsunami.

The Project is proposing lakes on the central and southerly portions of the Project site. Due to the size, depth and quantity of water within these lakes, the potential for impacts due to inundation from seiche are less than significant.

According to Section 9.i (Hydrology and Water Quality) of the IS, 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 4 miles east of the Project site, Canyon Lake is located approximately 5.5 miles west of the Project site, and the Perris Reservoir is located approximately 11 miles north 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. The risk of release of pollutants due to Project inundation will be less than significant.

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

Please reference the discussions in Thresholds 4.10.4.a, 4.10.4.c.i, and 4.10.c.ii.

Standard Conditions SC-HYD-1 through **SC-HYD-3** are required in order to ensure that the Project's potential impacts to hydrology and water quality resources, including a water quality control plan and/or sustainable groundwater management plan, would remain less than significant. **Standard Conditions SC-HYD-1** through **SC-HYD-3** are not considered unique mitigation under CEQA.

Based on this information, the Project will not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Any impacts are considered less than significant.

4.10.5 Avoidance, Minimization, Standard Conditions, and Mitigation Measures

Avoidance

No avoidance measures are required.

Minimization

No minimization measures are required.

Standard Condition(s)

Standard Conditions SC-HYD-1 through **SC-HYD-5**, below, 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-5** 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 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-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.

4.10.6 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-5** 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-5**, 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-5** 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.

4.10.7 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-5**, 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.

4.11 LAND USE AND PLANNING

4.11.1 Introduction

This Subchapter will evaluate the environmental impacts to the issue area of land use and planning from implementation of the Project. Section V.10., Land Use and Planning, 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 conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?
c. Would the Project conflict with any applicable habitat conservation plan or natural community conservation plan?

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 these questions, the IS identified "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, "b" and "c," related to land use and planning in the questions asked above **would** be further analyzed in the DEIR.

Subsequent to the Initial Study being circulated and prior to the DEIR being completed, the City of Menifee revised its Initial Study checklist. These revisions were made based on the changes adopted in November 2018, by the State of California, to the guidelines for implementing the California Environmental Quality Act (CEQA), Appendix G Environmental Checklist Form. Text was revised in issue area b. and issue area c. was deleted. The text revision is outlined below and will be reflected in the DEIR and questions deleted from the (IS) checklist will not be analyzed in the DEIR.

Therefore, the following one (1) issue area will be analyzed in the DEIR:

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?

No standard conditions 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:

- 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

Comment Letters Received on the Notice of Preparation (NOP)

*Comment Letter #*2 was an e-mail received from the Riverside County Airport Land Use Commission (dated 9/6/17) regarding land use and planning in response to the NOP. Within this comment letter were the following comments pertaining to land use and planning:

- The applicant needs to submit an application to the Airport Land Use Commission.

Response: An application was submitted to the Airport Land Use Commission (ALUC) for General Plan Amendment (2016-287), Specific Plan (2017-286), Zone Change (2016-288), and Tentative Tract Map No. 37131 (2016-285). The Project was assigned File No. ZAP1283MA17. 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 September 28, 2017. Please refer to the analysis in Threshold "b" in Section 4.11.5, below. In addition, please refer to the detailed analysis contained in Section 4.9.4, Threshold "f" (Hazards and Hazardous Materials) as it pertains to whether the Project would result in a safety hazard 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). Impacts were considered to be less than significant with mitigation incorporated.

Comment Letter #7 was received from Jan L. Westfall (dated 10/4/17) regarding land use and planning in response to the NOP. Within this comment letter were the following comments pertaining to land use and planning:

- The Project converts one a few remaining agricultural areas in Menifee to a gated community.
- The lead agency (City) must fully investigate whether there is a need for the Project, whether it is possible to mitigate the loss of the agricultural land, and whether there are environmentally superior alternatives to the Project.
- The land formerly occupied by the Abacherli dairy is prime agricultural land.
- Menifee is increasingly becoming an unsustainable bedroom community.
- Allowing developers to change the zoning designation of scarce agricultural areas endangers the health and sustainability of the community over the long run.
- Mitigation is required for the loss of the agricultural land.
- Any related Projects must be disclosed.
    - Project proponent owns additional contiguous properties which are not being used for agriculture and may be used for development.
    - The Project may not be segmented into individual pieces for purposes of the review and thus avoid analysis of the totality of the Project.

Response: Please refer to the analysis in Threshold "b" in Section 4.11.4, below. In addition, please refer to the detailed analysis contained in Section 4.3.2, Thresholds "a," "b," and "e" (Agriculture and Forestry Resources) as it pertains to whether the Project would 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; conflict with existing zoning for agricultural use, or a Williamson Act contract; or involve other changes in the existing environment which, due to their location or nature; or, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use, respectively. Impacts under Thresholds "a" and "b "were deemed to be less than significant, and impacts under Threshold "e" was considered to be less than significant with mitigation incorporated.

Comment Letter #8 was received from the Southern California Association of Governments (dated 10/5/17) regarding land use and planning in response to the NOP. Within this comment letter were the following comments pertaining to land use and planning:

- SCAG encourages the use of a 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).
- A wide range of land use and transportation strategies are included in the 2016 RTP/SCS.
- The Final PEIR for the 2016 RTP/SCS includes a list of project-level performance standards-based mitigation measures that may be considered by the City, as applicable and feasible.

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 4.11.4, 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. If the Project is consistent with the RTP/SCS goals; therefore, at least one or more of the strategies can apply 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 Final PEIR for the 2016 RTP/SCS mitigation measure is applicable to the Project. Please refer to the discussion below.*

The following issues were raised by Jan Westfall at the public scoping meeting, regarding land use and planning issues:

- Jan Westfall
  - Concerned about loss of agriculture in Menifee. Menifee has on its General Plan to preserve its rural areas.
  - Asked about City's feelings on getting rid of agriculture; wants to know why the City is not looking at farm to table.

Response: According to the GPEIR (p. 5.2-5), there were 1,572 acres of agricultural uses in Menifee in 2010, including 101 acres of dairies. The largest concentration of agricultural uses in the City is in the northeastern part of the City abutting the south side of the community of Romoland.

There are 162 acres of Prime Farmland in the City; 218 acres of Farmland of Statewide Importance; 142 acres of Unique Farmland; 8,327 acres of Farmland of Local Importance; and 1,181 acres of Grazing Land.

As discussed in the analysis below, the loss of the agricultural resources as a result of implementation of the Project is not "unmitigated." Alternatives to the Project are discussed in Chapter 5. This chapter also contains a discussion of the environmentally superior alternative to the Project.

According to the "Map My County," the Project site has the following four (4) designations:

- *Farmland of Local Importance;*
- *Prime Farmland;*
- *Farmland of Statewide Importance; and*
- *Urban-Built Up Land.*

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.

According to the GPEIR (p. 5.2-13):

> *"The City is focusing on developing land in an economically productive way that would 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. Considering the small size of the areas mapped as farmland and the economic and regulatory constraints on agriculture in western Riverside County discussed above, along with the currently approved Specific Plans and individual projects, some of these properties would not be available for agricultural use, and it is unlikely that any of these areas would remain in agricultural production even without adoption of the Menifee General Plan."*

This conclusion would apply to the Project.

The Project will not preclude any farm to table activities within the City.

Therefore, the above issue, b., in addition to the issues identified in the IS/NOP and at the scoping meeting (summarized above), are the focus of the following evaluation of land use and planning.

4.11.2 Environmental Setting

Land Use Setting

The General Plan Land Use designation for the site is Agriculture AG, and the Project is proposing a General Plan Land Use designation of Specific Plan (SP). The current zoning classification on the Project site is Heavy Agriculture (A-2-10), which would allow heavy agricultural uses, including, but not limited to, nurseries, crops, grazing, processing and

packaging, dairy farms, farms, menageries, etc. The Project is proposing a zoning classification of Specific Plan (SP). The General Plan EIR did not contemplate a project of this nature on this site. The Project site is surrounded to the south, north and west by similar style development in terms of scale and intensity. **Table 4.11-1, *Surrounding Land Uses***, below, lists the different uses that are located immediately adjacent to the Project site.

Table 4.11-1
Surrounding Land Uses

Direction	General Plan Designation	Zoning District	Existing Land Use
Project Site	• Existing: Agriculture (AG) • Proposed: Specific Plan (SP)	• Existing: Heavy Agriculture (A-2-10) • Proposed: Specific Plan (SP)	Prior agricultural uses
North	• Residential (2.1-5R); and • Water (OS-W)	• Planned Residential (R-4)	Single-family residential
South	• Recreation (OS-R)	• Rural Residential (R-R)	Wilderness Lakes RV Resort
East*	• Agriculture (AG); and • Estate Density Residential (EDR)	• Light Agriculture (A-P); and • Heavy Agriculture (A-2)	Ramona Egg Ranch and agricultural fields
West	Menifee East Specific Plan	• Specific Plan (SP)	Single-family residential

Sources: City of Menifee Zoning Map and Google Maps
* Properties to the east are within County of Riverside jurisdiction

More specifically, the Project site is bordered on the north by single-family homes, on the south by a recreational vehicle campground/park, on the west by a partially developed tract of single-family homes. Agricultural uses exist to the east of the Project site.

4.11.2.1 State Regulations

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.

4.11.2.2 Regional and Local

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.

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.

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

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.

City of Menifee General Plan

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.

4.11.3 Thresholds of Significance

As discussed in Subsection 4.11.1, above, the Project impacts to one (1) criterion pertaining to land use and planning 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:

> 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, 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 City's IS. The potential land use and planning changes in the environment are addressed in response to the above thresholds in the following analysis.

4.11.4 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

The current General Plan Land Use designation on the Project site is Agriculture (AG). The proposed General Plan Land Use designation is Specific Plan (SP). The Project is proposing to change the zoning classification on the Project site from Heavy Agriculture (A-2-10) to Specific Plan (SP). The proposed non-agricultural General Plan Land Use designation and zoning classification were not anticipated or analyzed in the GPEIR.

This change is in conflict with the current General Plan and zoning. Should the GPA and CZ be approved, then this inconsistency will no longer exist. Any impacts are considered less than significant.

The Project site is bordered on the north by single-family homes, on the south by a recreational vehicle campground/park, on the west by a partially developed tract of single-family homes. Agricultural uses exist to the east of the Project site. Briggs Road represents an easterly "urban growth limit" to the City. The Project would be a continuation of the development pattern to the

north and to the west and represents a logical stopping point for suburban style development within the City.

Based on the surrounding development pattern, and the urban growth line provided by Briggs Road any land use conflicts with the General Plan or zoning from the Project are considered less than significant.

The Project is not currently located within a specific plan, or a local coastal program. No impacts will occur as it pertains to these.

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 4.11-2, *RTP/SCS Goals*, below lists the 9 Goals contained in the 2016 RTP/SCS and the Project's relationship to these Goals.

Table 4.11-2
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.
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 4.16, Transportation/Traffic 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 4.16, Traffic/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 4.16, Transportation/Traffic 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 4.16, Transportation/Traffic 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 4.4, Air Quality, 4.8, Greenhouse Gases, 4.16, Traffic/Transportation, 4.18, Utilities and 4.19, 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 4.16, Traffic/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 4.11-2**, the Project is consistent with these Goals. Any impacts from the Project are considered less than significant.

Table 4.11-3, *RTP/SCS Policies,* below lists the 8 Goals contained in the 2016 RTP/SCS and the Project's relationship to these Goals.

Table 4.11-3
RTP/SCS Policies

Goal	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 4.11-3**, 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 4.11-2, *RTP/SCS Goals***) demonstrates that Project impacts will be considered less than significant impact.

However, based on the surrounding development pattern, the urban growth line provided by Briggs Road, the OPR definition of "in-fill," and the GPA and CZ, any land use conflicts with the General Plan or zoning from the Project are considered less than significant. 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 General Plan Land Use designation and zoning classification. Any impacts are considered less than significant.

4.11.5 Avoidance, Minimization, Standard Conditions, and Mitigation Measures

Avoidance

No avoidance measures are required.

Minimization

No minimization measures are required.

Standard Condition(s)

No standard conditions are required.

Mitigation Measure(s)

No mitigation measures are required.

4.11.6 Cumulative Impacts

Implementation of the Project, when considered in conjunction with other existing and planned developments in the Project area, would result in developing a former dairy site (which currently has four residences located on site) to 305 single-family residential lots, with 20.1-acres of trails, open space, and recreation, and 21.18-acres of roads. The cumulative study area analyzed for potential land use impacts is the City of Menifee.

The current General Plan Land Use designation on the Project site is Agriculture (AG). The proposed General Plan Land Use designation is Specific Plan (SP). The Project is proposing to change the zoning classification on the Project site from Heavy Agriculture (A-2-10) to Specific Plan (SP). The proposed non-agricultural General Plan Land Use designation and zoning classification were not anticipated or analyzed in the GPEIR.

In addition, at 3.164 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 965 persons at Project buildout. The 965 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. Project consistency with the RTP/SCS (see **Table 4.11-2, *RTP/SCS Goals***) demonstrates that Project impacts will be considered less than significant impact.

The Project site is bordered on the north by single-family homes, on the south by a recreational vehicle campground/park, on the west by a partially developed tract of single-family homes, Agricultural uses exist to the east of the Project site. Briggs Road represents an easterly "urban growth limit" to the City. The Project would be a continuation of the development pattern to the north and to the east and would represent a logical stopping point for suburban style development within the City.

Based on the surrounding development pattern, and the urban growth line provided by Briggs Road any land use conflicts with the General Plan or zoning from the Project are considered less than significant. Lastly, as discussed in Subchapter 4.3, Agricultural and Forestry Resources, due to the suburban pattern of development existing and planning in the Project vicinity, the current high value of the land and quality of the water supply available from the wells on site makes this site unsuitable for continuing agricultural use.

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

4.11.7 Unavoidable Significant Adverse Impacts

The Project would represent a change to the City's General Plan Land Use plan and the City's Zoning Map. Based on the data and analysis presented in this Subchapter, implementation of the Project will not cause significant unavoidable adverse impacts relative to the land use and planning in the City of Menifee.

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4.12 NOISE

4.12.1 Introduction

This Subchapter will evaluate the environmental impacts to the issue area of noise from implementation of the Project. Section V.12., Noise, of the Initial Study (IS, Subchapter 8.3, *Initial Study*) posed the following questions:

a. Would the Project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
b. Would the Project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?
c. Would the Project result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?
d. Would the Project result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?
f. For a project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?

Based on the analysis in the IS it was determined that the questions pertaining to issue areas e. and f., 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 those issue areas, 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 noise in the questions asked above **would** be further analyzed in the DEIR.

Subsequent to the Initial Study being circulated and prior to the DEIR being completed, the City of Menifee revised its Initial Study checklist. These revisions were made based on the changes adopted in November 2018, by the State of California, to the guidelines for implementing the California Environmental Quality Act (CEQA), Appendix G Environmental Checklist Form. Text was revised in issue areas a. and b. and issue areas c. and d. were deleted. The text revisions are outlined below and will be reflected in the DEIR and questions deleted from the (IS) checklist will not be analyzed in the DEIR.

Therefore, the following two (2) issue areas will be analyzed in the DEIR:

a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
b. Exposure of persons to or generation of excessive groundborne vibration or

groundborne noise levels?

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 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
- *Noise Analysis for the Rockport Ranch Project, Menifee, California,* prepared by RECON Environmental, Inc., March 21, 2019 (*Noise Analysis*, **Appendix K**)
- *Map My County* (**Appendix A**)
- Notice of Preparation (Subchapter 8.1, *Notice of Preparation (NOP) / NOP Distribution List*).

Preliminary phasing within the Project site shall be accomplished through a primary Phase I, inclusive of infrastructure necessary to deliver water, sewer, electricity, and gas to the Project, with subsequent construction phases. Utility infrastructure may be phased to coincide with phases of construction as needed.

Phase I improvements for the Project will consist of the following:

- Mass grading of the entire Project site;
- Grading for roads (internal to the Project site);
- Installation of utilities; and
- Off-site improvements to adjacent streets.

The wet and dry utilities and offsite improvements will consist of water lines, sewer lines, dry utilities (including gas, cable and telephone) and offsite improvements to adjacent streets.

More information of the total number of phases and the location of phasing is illustrated on **Figure 3-13, *Phasing Plan***. Phases 1 through 7 pertain to the Project phasing internal to the Project. This phasing is more applicable to the marketing phasing of the Project. As shown, the Project will basically develop from the north to the south.

At Project completion, the Project will be comprised of two main land uses; a residential land use component and an open space land use component. These individual land uses will be subdivided to accommodate two forms of residential development and two forms of open space use. Residential land uses, totaling 38.4 acres, will be a mix of single-family homes and single-family courtyard residential development with each type located in clusters of like products. Open space within the Specific Plan area will total 20.1 acres and is the only other land use

allowed within the Specific Plan area. Open space also will be subdivided into two categories; passive open space (landscaping, bio-retention basins, open turf areas, and the large lake feature) and recreational open space (trails, community pool area, tot lots, barbeque stations, etc.).

Comment Letters Received on the Notice of Preparation (NOP)

No comments concerning Noise were received in response to the NOP for the Project. Additionally, no comments were received in response to the NOP at the scoping meeting held for the Project.

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.

4.12.2 Environmental Setting

4.12.2.1 Existing Conditions

4.12.2.1.a Noise

Sound levels are described in units called the decibel (dB). Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Thus, a doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; a halving of the energy would result in a 3 dB decrease.

In technical terms, sound levels are described as either a “sound power level” or a “sound pressure level,” which while commonly confused are two distinct characteristics of sound. Both share the same unit of measure, the dB. However, sound power, expressed as Lpw, is the energy converted into sound by the source. As sound energy travels through the air, it creates a sound wave that exerts pressure on receivers such as an ear drum or microphone, the sound pressure level. Sound measurement instruments only measure sound pressure, and limits used in standards are generally sound pressure levels.

Noise is as a sound that is loud or unpleasant sound that causes disturbance. The human ear is not equally sensitive to all frequencies within the sound spectrum. To accommodate this phenomenon, the A-scale, which approximates the frequency response of the average young ear when listening to most ordinary everyday sounds, was devised. When people make relative judgments of the loudness or annoyance of a sound, their judgments correlate well with the A-scale sound levels of those sounds. Therefore, the “A-weighted” noise scale is used for measurements and standards involving the human perception of noise. Noise levels using A-weighted measurements are designated with the notation dB(A). Human perception of noise has no simple correlation with acoustical energy. Changes in noise levels are generally

perceived by the average human ear as follows: 3 dB(A) is barely perceptible, 5 dB(A) is readily perceptible, and 10 dB(A) is perceived as a doubling or halving of noise.

- *Descriptors*

The impact of noise is not a function of loudness alone. The time of day when noise occurs, and the duration of the noise are also important. In addition, most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors has been developed. The noise descriptors used for this study are the equivalent noise level (Le_q) and the community noise equivalent level (CNEL). The L_{eq} is the equivalent steady-state noise level in a stated period of time that is calculated by averaging the acoustic energy over a time period; when no period is specified, a 1-hour period is assumed. For this Project's *Noise Analysis*, the 10-minute L_{eq} is used frequently due to local noise standards. The CNEL is a 24-hour equivalent sound level. The CNEL calculation applies an additional 5 A-weighted decibels dB(A) penalty to noise occurring during evening hours, between 7:00 p.m. and 10:00 p.m., and a 10 dB(A) penalty is added to noise occurring during the night, between 10:00 p.m. and 7:00 a.m. These increases for certain times are intended to account for the added sensitivity of humans to noise during the evening and night.

- *Propagation*

Sound from a small, localized source (approximating a "point" source) radiates uniformly outward as it travels away from the source in a spherical pattern, known as geometric spreading. The sound level decreases or drops off at a rate of 6 dB(A) for each doubling of the distance.

Traffic noise is not a single, stationary point source of sound. The movement of vehicles makes the source of the sound appear to emanate from a line (line source) rather than a point when viewed over some time interval. The drop off rate for a line source is 3 dB(A) for each doubling of distance.

The propagation of noise is also affected by the intervening ground, known as ground absorption. A hard site (such as parking lots or smooth bodies of water) receives no additional ground attenuation, and the changes in noise levels with distance (drop-off rate) are simply the geometric spreading from the source. A soft site (such as soft dirt, grass, or scattered bushes and trees) provides an additional ground attenuation value of 1.5 dB(A) per doubling of distance. Thus, a point source over a soft site would drop off at 7.5 dB(A) per doubling of distance.

4.12.2.1.b Land Use and Adjacent Land Uses

The Project site has a General Plan Land Use Designation of Agriculture (AG) and is zoned Heavy Agriculture (A-2). Historically, a commercial dairy was located on the Project site. Operation of the dairy ceased in 2014 and the buildings and infrastructure associated with the dairy have since started to be removed. Four homes associated with the dairy are situated at the northern end of the site, along Old Newport Road.

The Project site and surrounding area is a mixture between residential, specific plan, agricultural, recreational, and vacant land uses. **Table 4.12-1, *Surrounding Land Uses***, below, lists the different uses that are located immediately adjacent to the Project site.

Table 4.12-1
Surrounding Land Uses

Direction	General Plan Designation	Zoning District	Existing Land Use
Project Site	• Existing: Agriculture (AG) • Proposed: Specific Plan (SP)	• Existing: Heavy Agriculture (A-2-10) • Proposed: Specific Plan (SP)	Prior agricultural uses
North	• Residential (2.1-5R); and • Water (OS-W)	• Planned Residential (R-4)	Single-family residential
South	• Recreation (OS-R)	• Rural Residential (R-R)	Wilderness Lakes RV Resort
East*	• Agriculture (AG); and • Estate Density Residential (EDR)	• Light Agriculture (A-P); and • Heavy Agriculture (A-2)	Ramona Egg Ranch and agricultural fields
West	Menifee East Specific Plan	• Specific Plan (SP)	Single-family residential

Sources: Project Initial Study (Subchapter 8.3) - City of Menifee Zoning Map
https://www.cityofmenifee.us/DocumentCenter/View/163/Menifee-Zoning-Map-2007 and Google Maps www.google.com/maps
* Properties to the east are within County of Riverside jurisdiction.

4.12.2.1.c Site Measurements

Existing noise levels at the Project site were measured on February 4, 2016, using a Larson-Davis LxT Sound Expert Sound Level Meter. The following parameters were used:

- Filter: A-weighted
- Response: Slow
- Time History Period: 5 seconds
- Height of Instrument: 5 feet above ground level

The meter was calibrated before and after each measurement. Four (4) 15-minute measurements were made on the Project site, as described below. The locations of the measurements are shown on **Figure 4.12-1, *Noise Measurement Locations***.

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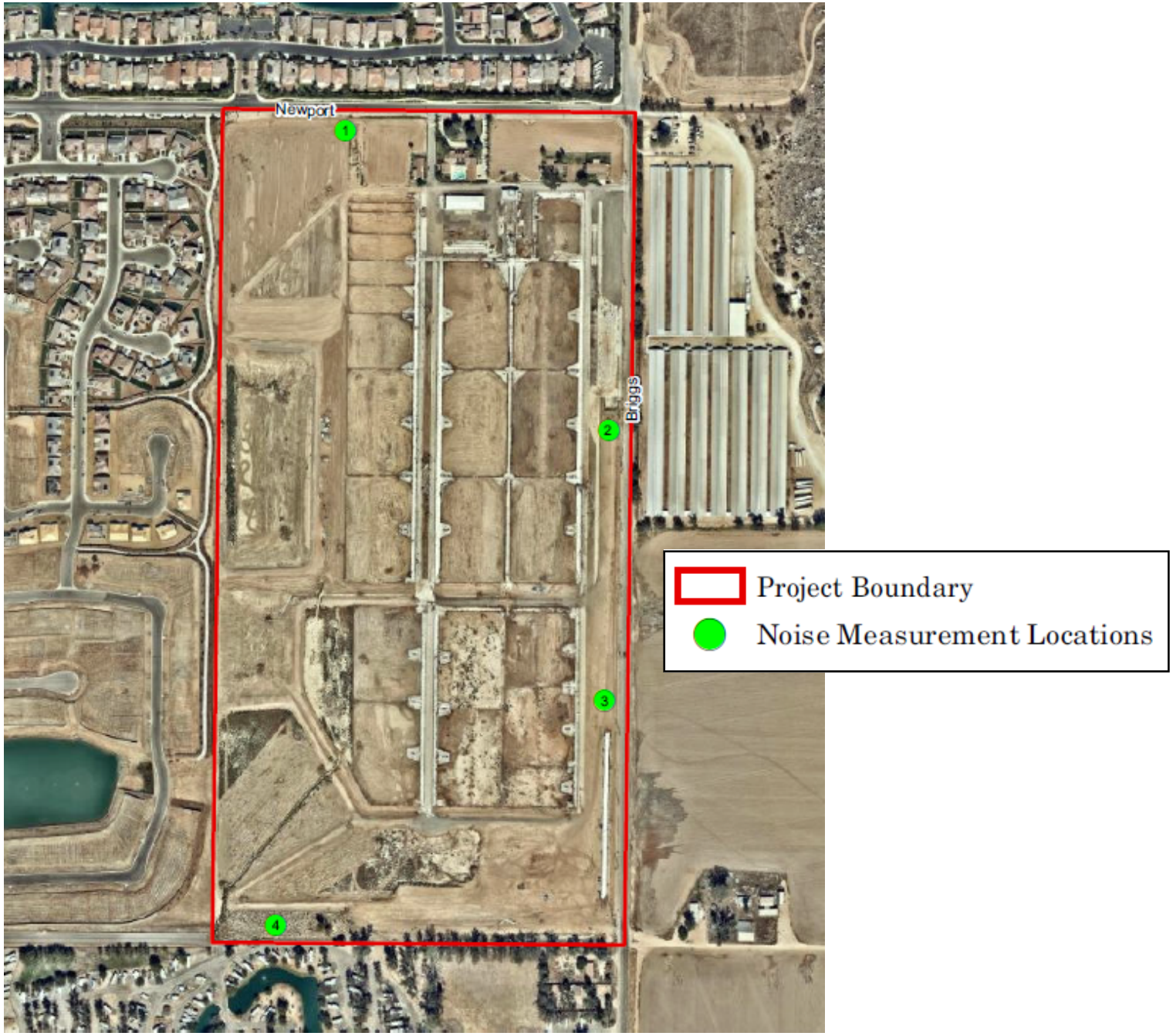
Figure 4.12-1
Noise Measurement Locations



Source: Noise Analysis (**Appendix K**)

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Measurement 1

Measurement 1 was located near the northern boundary of the Project site, 50 feet south of Old Newport Road, and approximately 900 feet west of Briggs Road. The main noise source at this location was traffic on Old Newport Road. No other noise source substantially contributed to the noise environment at this location. During Measurement 1 traffic volumes on Old Newport Road were counted; the results are shown in **Table 4.12-2, *15-Minute Traffic Counts***, below. The average measured noise level during Measurement 1 was 53.7 dB(A) L_{eq}.

Table 4.12-2
15-Minute Traffic Counts

Meas.	Interval	Roadway	Vehicle Mix				
			Autos	Medium Trucks	Heavy Trucks	Buses	Motor-cycles
1	11:22 a.m. to 11:37 a.m.	Old Newport Road	35	2	0	0	0
2	12:09 p.m. to 12:24 p.m.	Briggs Road	24	2	0	0	0
3	12:40 p.m. to 12:55 p.m.	Briggs Road	36	0	0	0	2
4	1:17 p.m. to 1:32 p.m.	Tres Lagos Drive	1	0	0	0	0

Source: *Noise Analysis* (**Appendix K**)

Measurement 2

Measurement 2 was located near the eastern Project boundary, 50 feet west of Briggs Road, across from the Ramona Egg Ranch, easterly of Briggs Road. The main noise source at this location was chicken coops. Other noise sources included traffic on Briggs Road. During Measurement 2 traffic volumes on Briggs Road were counted; the results are shown in **Table 4.12-2**, above. The average measured noise level during Measurement 2 was 60.1 dB(A) L_{eq}.

Measurement 3

Measurement 3 was located at the eastern Project boundary, 50 feet west of Briggs Road, and approximately 800 feet north of the Wilderness Lakes RV Resort. The main source of noise at this location was vehicle traffic on Briggs Road. No other noise source substantially contributed to the noise environment at this location. During Measurement 3 traffic volumes on Briggs Road were counted; the results are shown in **Table 4.12-2**, above. The average measured noise level during Measurement 3 was 60.0 dB(A) L_{eq}.

Measurement 4

Measurement 4 was located 50 feet north of the southern Project boundary, near the east–west midpoint of the Wilderness Lakes RV Resort. Noise at this location was minimal and

consisted of a single car pass on the internal roads of the Wilderness Lakes RV Resort Tres Lagos Drive), a plane flyover, and birds. During Measurement 4 traffic volumes on Tres Lagos Drive were counted; the results are shown in **Table 4.12-2**, above. The average measured noise level during Measurement 3 was 40.1 dB(A) L_{eq}.

4.12.2.2 Regulatory Setting

4.12.2.2.a Applicable Noise Standards - State

- *California Code of Regulations Title 24 Interior Noise Building Standards*

Interior noise levels for dwellings are regulated by Title 24 of the California Code of Regulations (CCR), California Noise Insulation Standards. Title 24, Chapter 12, Section 1207.04, of the California Building Code requires that interior noise levels, attributable to exterior sources, not exceed 45 CNEL in any habitable room within a residential structure. A habitable room in a building is used for living, sleeping, eating, or cooking. Bathrooms, closets, hallways, utility spaces, and similar areas are not considered habitable spaces.

4.12.2.2.b Applicable Noise Standards - Local

- *City of Menifee General Plan*

<u>Noise Compatibility Policies</u>

Noise-sensitive land uses identified in the Noise Element include residencies, schools, and open space recreational areas where quiet environments are necessary for enjoyment, public health, and safety. General Plan policies related to protecting noise-sensitive land uses include discouraging the siting of noise-sensitive uses in areas in excess of 65 CNEL and requiring mitigation to reduce noise levels to below noise level limits. Policies that limit noise spillover from noise-generating uses include limiting the development of new noise-generating uses adjacent to noise-sensitive land uses and guiding noise-tolerant land uses into areas exposed to irrevocable noise sources such as transportation corridors and areas adjacent to airports.

More specifically, the lowing 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.

- *Menifee Municipal Code*

The Menifee Municipal Code, Section 8.01.010 (Hours of Construction), establishes performance standards for the regulation of noise within the City. Enforcement of general noise level limits, which are specific to various land use types, is intended to prevent exposure to excessive noise levels. Specific noise regulations are applicable to certain sources. The City Noise Ordinance does not specify enforcement criteria for the regulation of groundborne vibration.

General Noise Level Limits

Applicable noise limits from the Noise Ordinance for stationary sources are summarized in **Table 4.12-3, *Stationary Source Noise Standards***, below. As shown in **Table 4.12-3**, below, the Project may not generate 10-minute L_{eq} noise levels in excess of 65 dB(A) during the day and 45 dB(A) at night at or beyond the property line of an occupied residential property.

Table 4.12-3
Stationary Source Noise Standards

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

Source: *Noise Analysis* (**Appendix K**)

Exempted Noise Sources

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, Menifee Municipal Code, Section 8.01.010 states that:

> *"Hours of Construction states that any construction within the City limits located 1/4 of a mile from an occupied residence is permitted only Monday through Saturday, except on nationally recognized holidays, from 6:30am to 7:00pm."*

This is included as **Standard Condition SC-NOI-2**.

4.12.2.2.c 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.

4.12.2.2.b Applicable Vibration Standards - State

- *California Department of Transportation Vibration Guidance*

Vibration limits used in this analysis to determine a potential impact to local land uses are based on information contained in Caltrans' Transportation and Construction Vibration Guidance Manual. Maximum recommended vibration limits by the American Association of State Highway and Transportation Officials (AASHTO) are identified in **Table 4.12-4, *AASHTO Maximum Vibration Levels for Preventing Damage***, below.

Table 4.12-4
AASHTO Maximum Vibration Levels for Preventing Damage

Type of Situation	Limiting Velocity (in/sec)
Historic sites or other critical locations	0.1
Residential buildings, plastered walls	0.2–0.3
Residential buildings in good repair with gypsum board walls	0.4–0.5
Engineered structures, without plaster	1.0–1.5

Source: *Noise Analysis* (**Appendix K**)

Based on AASHTO recommendations, limiting vibration levels to below 0.2 PPV in/sec at residential structures would prevent structural damage regardless of building construction type. These limits are applicable regardless of the frequency of the source. However, as shown in **Table 4.12-5, *Human Response to Steady State Vibration***, and **Table 4.12-6, Human Response to Transient Vibration**, below, potential human annoyance associated with vibration is usually different if it is generated by a steady state or a transient vibration source. These levels are summarized in **Table 4.12-5** and **Table 4.12-6**, below.

Table 4.12-5
Human Response to Steady State Vibration

PPV (in/sec)	Human Response
3.6 (at 2 Hz)–0.4 (at 20 Hz)	Very disturbing
0.7 (at 2 Hz)–0.17 (at 20 Hz)	Disturbing
0.10	Strongly perceptible
0.035	Distinctly perceptible
0.012	Slightly perceptible

Source: *Noise Analysis* (**Appendix K**)

Table 4.12-6
Human Response to Transient Vibration

PPV (in/sec)	Human Response
2.0	Severe
0.9	Strongly perceptible
0.24	Distinctly perceptible
0.035	Barely perceptible

Source: *Noise Analysis* (**Appendix K**)

As shown in **Table 4.12-6**, above, the vibration level threshold at which transient vibration sources (such as construction equipment) are considered to be distinctly perceptible is 0.24 PPV. Although groundborne vibration is sometimes noticeable in outdoor environments, groundborne vibration is almost never annoying to people who are outdoors; therefore, the vibration level threshold for human perception is assessed at occupied structures.

4.12.2.2.d Applicable Vibration Standards - Local

- *City of Menifee General Plan*

The following General Plan policies are applicable to the Project, and are intended to prevent future vibration impacts include:

- **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.

4.12.3 <u>Thresholds of Significance</u>

As discussed in Subchapter 4.12.1, above, the Project impacts to two (2) criteria pertaining to Noise 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. 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. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

The questions posed in the 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 City's IS. The potential noise 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 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

Construction Noise

Noise generated by future traffic was modeled using the SoundPLAN program. The SoundPLAN program uses noise propagation following the International Organization for Standardization method ISO 9613-2 – Acoustics, Attenuation of Sound during Propagation Outdoors. The model calculates noise levels at selected receiver locations using input parameter estimates such as total noise generated by each noise source; distances between sources, barriers, and receivers; and shielding provided by intervening terrain, barriers, and structures. Topography, roadways, and receivers were input into the model using three-dimensional coordinates.

Project construction noise would be generated by diesel engine-driven construction equipment used for site preparation and grading, removal of existing structures 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) L_{eq} at a distance of 50 feet. **Table 4.12-7, *Typical Construction Equipment Noise Levels***, below, summarizes typical construction equipment noise levels.

Table 4.12-7
Typical Construction Equipment Noise Levels

Equipment	Noise Level at 50 Feet [dB(A) L_{eq}]
Air Compressor	81
Backhoe	80
Compactor	82
Concrete Mixer	85
Crane	81
Dozer	85
Excavator	81
Grader	85
Jack Hammer	88
Loader	85
Paver	89
Pump	76
Roller	74
Scraper	89
Truck	88

Source: *Noise Analysis* (**Appendix K**)

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 nonequipment 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. For the Project, the loudest phase of construction would be the excavation/grading phase. Construction noise levels were calculated for the Project assuming all pieces of construction equipment would be active simultaneously.

Construction noise is considered a point source and would attenuate at approximately 6 dB(A) for every doubling of distance. Project construction equipment required during excavation/grading is anticipated to include:

- Two (2) excavators;
- Two (2) loaders;
- Two (2) scrapers;
- One (1) grader;
- One (1) dozer; and
- One (1) water truck.

These types of equipment typically generate maximum noise levels between 80 and 85 dB(A) at 50 feet and generally operate with a usage factor, a ratio of an hour spent at full power, of 40 percent. Average hourly noise levels due to simultaneous activity of all construction equipment in a small area would be 91 dB(A) L_{eq} at 50 feet, or a sound power level of approximately 123

dB(A). To reflect the nature of grading and construction activities, equipment was modeled in the *Noise Analysis* as an area source distributed over the Project footprint. The total sound energy of the area source was modeled in the *Noise Analysis* as with all pieces of equipment operating simultaneously.

Future ground-floor contours during the loudest construction phase, grading, were calculated in the vicinity of the Project site. Construction noise contours are shown on **Figure 4.12-2, *Construction Noise Contours***. Construction noise levels were modeled at a series of specific receiver locations at the property line of the nearest properties occupied by residential uses, which include single-family residences to the north (Tierra Shores Residential Complex) and west (Camellia/Mariposa at the Lakes Residential Complex) and mobile homes to the south (Wilderness Lakes RV Resort). Each receiver location was modeled at elevations corresponding to each floor of the nearest residence. The modeling accounted for the existing walls along the western boundary of the Project site. There is also a wall located along the southern boundary of the Tierra Shores Residential Complex to the north. Modeled receiver locations for the Tierra Shores Residential Complex are on the Project side of the wall, thus, noise levels experienced at the actual residences would be less. **Table 4.12-8, *Construction Noise Levels [dB(A)L_{eq}]***, below, summarizes the projected noise levels at the modeled receivers. Receiver locations and ground-floor noise contours are shown on **Figure 4.12-2**.

Table 4.12-8
Construction Noise Levels [dB(A)L_{eq}]

Receiver	Description	First Floor	Second Floor
RES-1	Southern Property Lines of Residences in Tierra Shores Residential Complex	66	66
RES-2		66	67
RES-3		66	67
RES-4	Eastern Property Line of Residences in Camellia/Mariposa at the Lakes Residential Complex	67	67
RES-5		66	67
RES-6		66	67
RES-7		67	67
RES-8		66	66
RES-9		67	67
RES-10		67	67
RES-11		67	67
RES-12		66	67
RES-13	Northern Property Line of Wilderness Lakes RV Resort	70	–
RES-14		70	–
RES-15	Northern Property Line of 30524 Briggs Road	69	–

Source: *Noise Analysis* (**Appendix K**)

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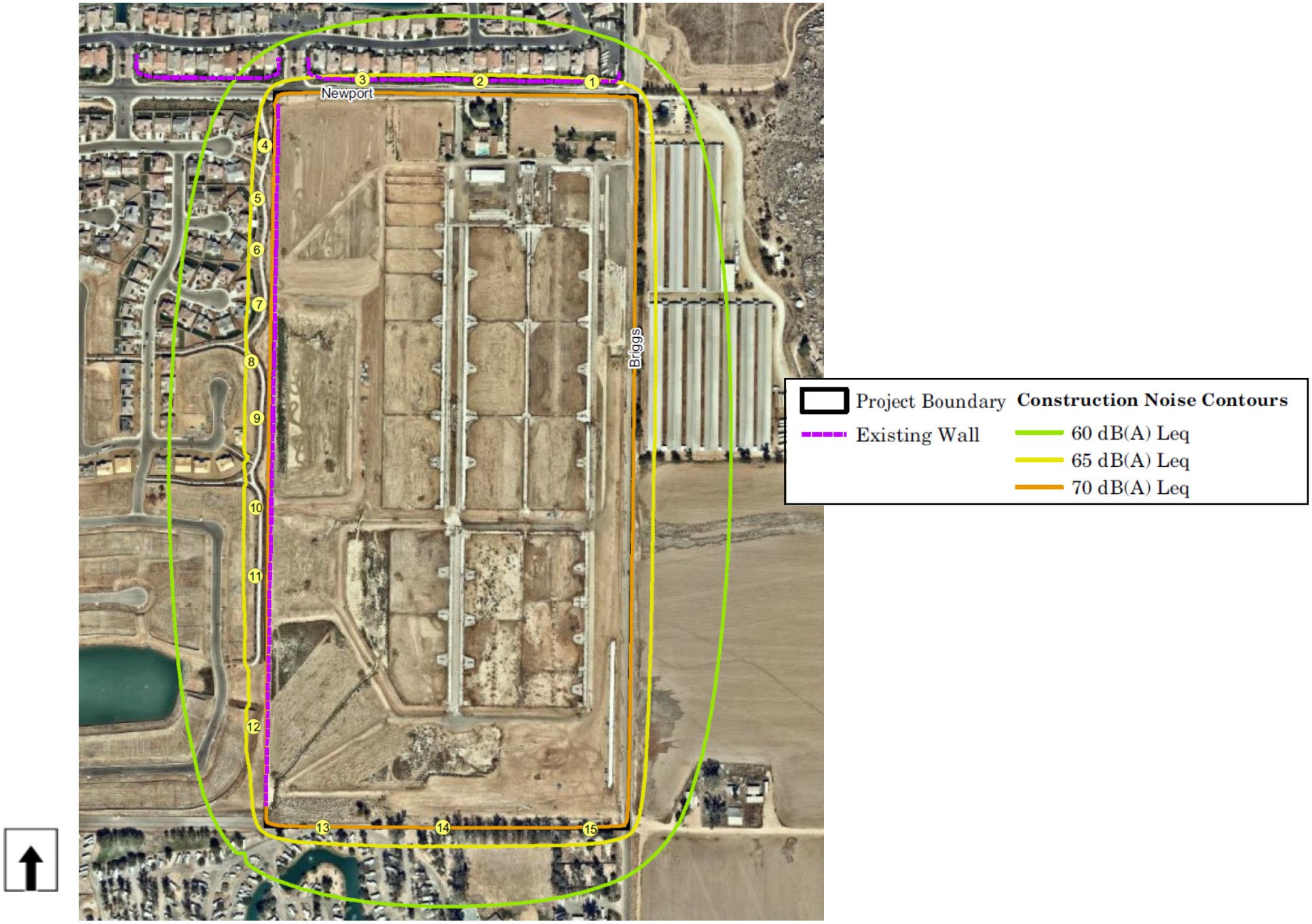
Figure 4.12-2
Construction Noise Contours



Source: Noise Analysis (**Appendix K**)

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As shown in **Table 4.12-8**, above, noise levels at the property line of the nearest residential uses would be 70 dB(A) L_{eq} or less. Thus, adjacent residences would be exposed to construction noise levels in excess of ambient noise levels. Consistent with the City's Noise Ordinance Section 8.01.010 (see **SC-NOI-1**, as outlined in Subsection 4.12.5 below), construction would be limited. Although construction would be audible over ambient noise levels, temporary increases in noise levels from construction activities would be less than significant, because construction activities associated with the Project would comply with the applicable regulation for construction.

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 (see **SC-NOI-2**, as outlined in Subsection 4.12.5 below) exempts all "heating and air conditioning equipment in proper repair."

Traffic Noise

Noise generated by future traffic was modeled in SoundPlan using the FHWA's Traffic Noise Model algorithms and reference levels to calculate noise levels at selected receiver locations. In addition to standard input such as topography and barriers, traffic parameters include roadway lengths and gradients; projected hourly traffic volumes; and vehicle mix, distribution, and speed. Noise level contours were calculated based on the peak hour traffic volumes, which were estimated to be 10 percent of the total Average Daily Traffic (ADT) volume. Typically, the predicted CNEL and the maximum daytime hourly Leq calculated are equal.

Roadways in the vicinity of the Project site include Newport Road, Old Newport Road, Menifee Road, Tres Lagos Road, and Briggs Road. The Project would include an extension of Tres Lagos Drive to Briggs Road and improvements to Old Newport Road and Briggs Road. Consistent with policies from the City's General Plan, traffic noise was assessed based on the maximum level of service (LOS) C ADT volume of the roadway. This condition represents a condition where the maximum number of vehicles are using the roadway at the maximum speed. LOS A and B categories allow full travel speed but do not have as many vehicles, while LOS E and F have a greater number of vehicles, but due to the traffic volume travel at reduced speeds, thus generating less noise.

A vehicle classification mix of 92 percent passenger vehicles, 1.84 percent medium trucks, and 0.74 percent heavy trucks was assumed for secondary highways and collector streets. Traffic speeds were modeled as 40 miles per hour. The Project would not substantially alter the vehicle classifications mix on local or regional roadways. Traffic volumes on adjacent roadways and the distribution of Project-generated traffic are summarized in **Table 4.12-9, *Land Use***

Compatibility – Modeled Traffic Volumes.

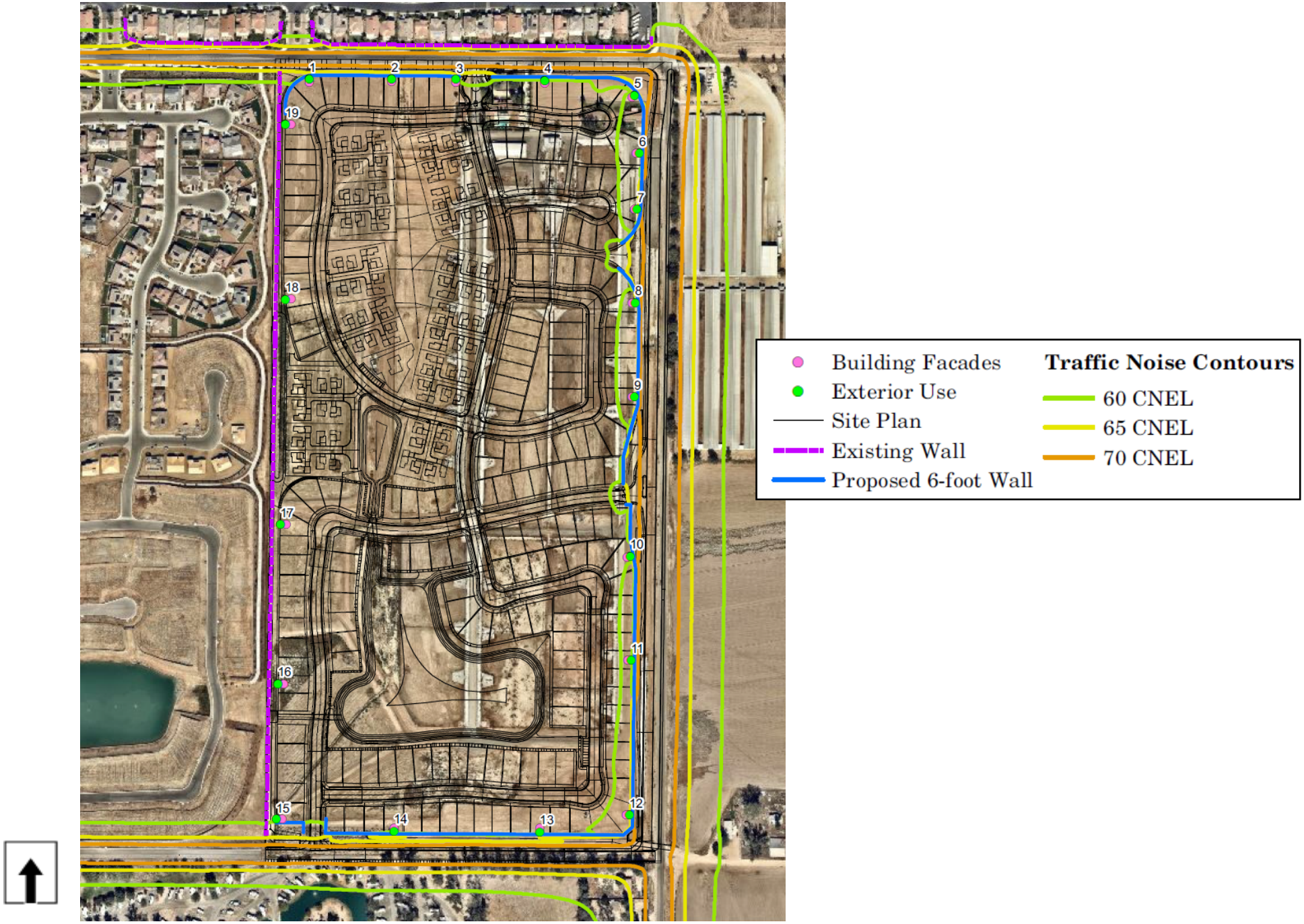
Table 4.12-9
Land Use Compatibility – Modeled Traffic Volumes

Roadway	Classification	Maximum LOS C Traffic Volume (ADT)
Newport Road	Urban Arterial	45,000
Old Newport Road	Collector Street	10,400
Tres Lagos Drive	Secondary Highway	20,700
Holland Road	Major Highway	27,300
Menifee Road	Arterial Highway	29,600
Briggs Road	Major Highway	27,300

Source: *Noise Analysis* (**Appendix K**)

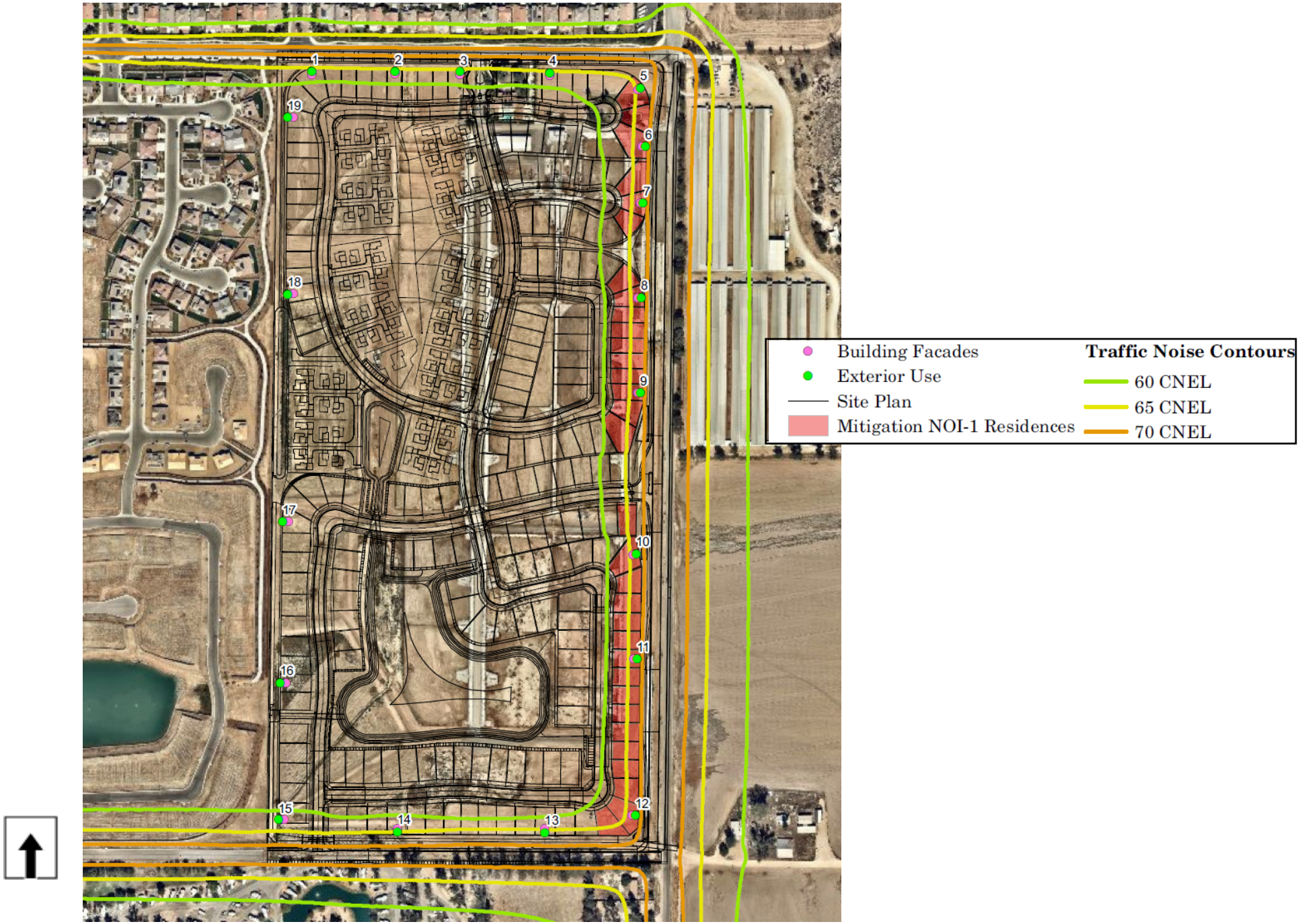
Ground-floor and second-floor traffic noise contours were developed using the SoundPLAN program. The Project includes 6-foot block walls along the rear property lines of parcels. Noise levels were also modeled at specific receiver locations corresponding to the exterior use areas (at property line and 5 feet above grade or 10 feet within rear wall and 5 feet above grade), first floor building façade (20 foot minimum setback from property line, 5 feet above grade), and the second floor building façade (20 foot minimum setback from property line, 14 feet above grade). Modeled ground floor noise contours and receiver locations are shown in **Figure 4.12-3, *Ground Floor Traffic Noise Contours***. Modeled second floor (i.e. 14 feet above grade) noise contours are shown in **Figure 4.12-4, *Second Floor Traffic Noise*** Contours. Noise levels at specific receiver points are summarized in **Table 4.12-10, *Traffic Noise Levels***.

Figure 4.12-3
Ground Floor Traffic Noise Contours



Source: Noise Analysis (**Appendix K**)

Figure 4.12-4
Second Floor Traffic Noise Contours



Source: Noise Analysis (**Appendix K**)

Table 4.12-10
Traffic Noise Levels

Receiver	Description	Noise Level (CNEL)		
		Exterior Use Area	First Floor Façade	Second Floor Façade
1	Near the property line of the northeastern lot	56	56	63
2	Near the property line of a northern lot	57	57	63
3	Near the property line of a northern lot	58	59	63
4	Near the property line of a northern lot	58	58	64
5	Near the property line of the northwestern lot	60	60	***66***
6	Near the property line of a western lot	63	63	***68***
7	Near the property line of a western lot	62	62	***68***
8	Near the property line of a western lot	61	61	***67***
9	Near the property line of a western lot	61	62	***68***
10	Near the property line of a western lot	59	60	***66***
11	Near the property line of a western lot	61	61	***67***
12	Near the property line of the southwestern lot	62	62	***67***
13	Near the property line of a southern lot	59	58	65
14	Near the property line of a southern lot	59	58	64
15	At the property line of the southeastern lot	59	56	62
16	At the property line of an eastern lot	51	51	52
17	At the property line of an eastern lot	49	49	49
18	At the property line of an eastern lot	48	48	50
19	At the property line of an eastern lot	54	54	55

Source: *Noise Analysis* (**Appendix K**)

As shown in **Table 4.12-10**, traffic noise levels at the exterior use areas would be 63 CNEL or less. Therefore, the Project would comply with the City's planning policies regarding noise and land use compatibility standard for exterior use areas (65 CNEL). Exterior traffic noise levels would be less than significant.

As shown in **Table 4.12-10**, traffic noise levels at the first-floor building façades would be 63 CNEL or less. It is assumed that standard construction techniques would result in exterior-to-interior noise level attenuation of at least 20 dB(A) (with windows in a closed position). Interior noise levels would be 43 CNEL or less at rooms on the first floor. Therefore, the Project would comply with the City's planning policies regarding noise and land use compatibility standard for habitable rooms (45 CNEL). Interior traffic noise levels at rooms on the first floor or proposed residences would be less than significant.

As shown in **Table 4.12-10**, traffic noise levels at the second-floor building façades of proposed residences along Briggs Road (Receivers 5 through 12) would range from 66 to 68 CNEL. Assuming an exterior-to-interior noise level attenuation of 20 dB(A), interior noise levels at proposed residences along Briggs Road would range from 46 to 48 CNEL at rooms on the second floor with windows in a closed position. These noise levels would exceed the City's interior compatibility standard for habitable rooms (45 CNEL). **Mitigation Measure MM-NOI-1**, as outlined in Subsection 4.12.5, is designed to reduce significant impacts.

The overall exterior-to-interior sound attenuation of a building façade is affected by the STC rating of all components of the building façade such as windows, doors, finish (such as stucco or wood siding), wall assembly (i.e., framing), etc. The overall sound attenuation is most heavily influenced by the least sound resistant components, which are typically windows and doors.

With incorporation of **Mitigation Measure MM-NOI-1** the exterior-to-interior sound attenuation of the second floor building façades of proposed residences along Briggs Road would be anticipated to be 23 CNEL or greater. Therefore, interior noise levels at habitable rooms would range from 43 to 45 CNEL and would comply with the City's interior compatibility standard for habitable rooms (45 CNEL). Interior traffic noise levels at rooms on the second floor would be reduced to a less than significant level with incorporation of **MM-NOI-1**, which would require sound resistant windows and doors.

The increase in noise due to the addition of Project traffic was calculated by comparing traffic noise levels with and without the Project. The traffic volumes and potential noise level increases are summarized **Table 4.12-11, *Off-Site Traffic Noise Level Increases (CNEL)***.

Table 4.12-11
Off-Site Traffic Noise Level Increases (CNEL)

Roadway	Speed Limit (mph)	Existing		Existing Plus Project		Noise Level Increase
		Volume (ADT)	Noise Level	Volume (ADT)	Noise Level	
Newport Road						
West of Menifee Road	45	34,685	74.0	36,963	74.2	0.2
East of Menifee Road	55	27,621	75.5	29,291	75.7	0.2
Old Newport Road						
West of Laguna Vista Drive	40	951	56.9	1,407	58.4	1.5
East of Laguna Vista Drive	40	2,867	61.7	5,266	64.3	2.6
Tres Lagos Drive	Not posted[2]	1395	58.4	1,851	59.9	1.5
Holland Road						
Antelope to Menifee Road	45	5,819	66.2	5,819	66.2	0.0
Southshore to Briggs Road	45	956	58.3	956	58.3	0.0
Menifee Road						
North of Old Newport Road	45	9,657	68.4	10,416	68.7	0.3
South of Old Newport Road	45	9,817	68.5	10,121	68.6	0.1
Briggs Road	Not posted[2]					
North of Gold Crest Drive		1,435	60.0	2,042	61.6	1.6
South of Gold Crest Drive		1,201	59.4	1,262	59.5	0.1

mph = miles per hour
[1] Existing and Existing Plus Project scenarios do not assume completion of the Holland Road Overpass. The Cumulative Future Scenario assumes completion of the Holland Road Overpass.
[2] Tres Lagos Drive and Briggs Road do not have a posted speed limit. Tres Lagos Drive was modeled with speeds of 40 mph, and Briggs Road was modeled with speeds of 45 mph.

Source: *Noise Analysis* (**Appendix K**)

As shown in **Table 4.12-11**, the resulting noise increases would be less than 3 dB(A) along nearby roadways. As discussed above in Section 4.12.2.2.a, a change of 3 dB(A) is barely perceptible to the human ear. Therefore, Project traffic would not result in a significant increase in traffic noise levels along existing roadways.

The Project would extend Tres Lagos Drive along the southern boundary of the Project site. The nearest noise-sensitive land uses would be mobile homes in the Wilderness Lakes RV Resort. As shown in **Table 4.12-11**, Tres Lagos Drive would generate noise levels of approximately 60 CNEL at a distance of 50 feet. Due to the low traffic volumes anticipated on the extension of Tres Lagos Drive (1,851 ADT), the extension is not anticipated to result in noise levels that conflict with the City's planning policies regarding noise and land use compatibility standard (65 CNEL) at any noise-sensitive land use. Therefore, Project traffic would not result in a significant increase in traffic noise levels along proposed roadways.

THRESHOLD b: Would the Project result in generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact

A quantitative assessment of potential vibration impacts from construction activities may be conducted using the following equations. Vibration impacts from normal equipment to structures may be estimated at any distance from the following equation:

$$PPV_{equipment} = PPV_{reference} \times (25/_{Distance})^{1.5}$$

where: $PPV_{equipment}$ is the peak particle velocity in inches per second of the equipment adjusted for distance; and $PPV_{reference}$ is the reference vibration level in inches per second, as shown in **Table 4.12-12, *Typical Construction Equipment Vibration Levels.***

Table 4.12-12
Typical Construction Equipment Vibration Levels

Equipment	PPV at 25 feet (in/sec)[1]
Vibratory Roller	0.210
Impact Pile Driver (typical)	0.644
Sonic Pile Driver (typical)	0.170
Large Bulldozer	0.089
Hoe Ram	0.089
Loaded Trucks	0.076
Jackhammer	0.035
Small Bulldozer	0.003

[1] Where PPV is the peak particle velocity.
[2] Where noise level is the level in decibels referenced to 1 micro-inch/second and based on the root mean square velocity amplitude.

Source: *Noise Analysis* (**Appendix K**)

The Project would include development of residential uses. Adjacent uses would include single-family residences to the north and west (Tierra Shores and Camellia/Mariposa at the Lakes), a Wilderness Lakes RV Resort residence at 30524 Briggs Road to the south, and agricultural uses (including the Ramona Egg Ranch) to the east. Vibration sources are not typically associated with these land uses.

Following the screening procedure from the FTA guidance manual, groundborne vibration from the most heavily traveled railroads may result in impacts to residences within 200 feet of the railroad. There are no railroads within 200 feet of the Project site.

Construction Vibration

Construction activities have the potential to result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and activities involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The effects of ground vibration may be imperceptible at the lowest levels, low rumbling sounds and detectable vibrations at moderate levels, and damage to nearby structures at the highest levels. Vibration perception occurs primarily at structures, as people do not perceive vibrations without vibrating structures.

Project construction would not be anticipated to include substantial sources of vibration such as blasting or pile driving. These activities are not proposed for the Project. Project construction equipment that would be anticipated to generate the highest vibration levels would include heavy earth-moving equipment such as graders, dozers, excavators, etc. Additionally, the Project would include the extension of Tres Lagos Drive along the southern boundary of the Project site; extension of Tres Lagos Drive may involve the use of additional vibration-generating equipment such as a vibratory roller. Reference vibration levels are limited. Heavy earth-moving equipment such as graders, dozers, and excavators, was conservatively assumed to be most similar to a large bulldozer. Based on the reference vibration levels for a large bulldozer these pieces of equipment would generate vibration levels with a PPV of 0.089 in/sec PPV or less at 25 feet from the equipment. Based on reference vibration levels, use of a vibratory roller for the extension of Tres Lagos Drive would generate vibration levels with a PPV of 0.210 in./sec. PPV at 25 feet from the equipment.

The nearest residential structures to the east in Camelia at the Lakes are approximately 68 feet from the Project site boundary; vibration levels at this distance from heavy earth-moving equipment would be approximately 0.030 PPV in./sec.

The nearest residential structures to the north in Tierra Shores are approximately 73 feet from the Project site boundary; vibration levels at this distance from heavy earth-moving equipment would be approximately 0.027 PPV in./sec.

The development to the east of the Project site is non-residential (Ramona Egg Ranch).

The nearest residential structures to the south is 30524 Briggs Road, which is approximately 133 feet south of the Project site. Vibration levels at this distance from heavy earth-moving

equipment would be approximately 0.014 PPV in./sec. Additionally, vibration levels at this distance from a vibratory roller would be approximately 0.033 PPV in./sec.

The threshold of perception for transient vibration sources is 0.035 in./sec. PPV, with 0.24 in./sec. PPV being a distinctly perceptible. Neither cosmetic nor structural damage of buildings occurs at levels below 0.2 in./sec. PPV. Vibration levels would range from 0.014 to 0.033 PPV in./sec. at the nearest residential structures. These vibration levels would be less than barely perceptible. 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.
The Project would include development of a community park. No substantial sources of vibration would be associated with Project operation. Impacts would be less than significant.

Common sources of groundborne vibration are trains, and construction activities such as blasting, pile-driving, and operating heavy earth-moving equipment. It is unusual for vibration from sources such as buses and trucks to be perceptible even in locations close to major roads.

Land uses in the Project vicinity include residential and agricultural uses. There are no land uses or transportation sources in the vicinity of the Project site that would be anticipated to generate substantial groundborne vibration. Any impacts would be less than significant.

4.12.5 Avoidance, Minimization, Standard Conditions, and Mitigation Measures

Avoidance

No avoidance measures are required.

Minimization

No minimization measures are required.

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 8.01.010 – Hours of Construction, construction noise is exempt from applicable noise standards provided that:**

- **Any construction within the City limits located 1/4 of a mile from an occupied residence is permitted only Monday through Saturday, except on nationally recognized holidays, from 6:30am to 7:00pm.**

Mitigation Measure(s)

Construction Noise Mitigation Measures

No construction noise mitigation measures are required.

Traffic Noise Mitigation Measures

Due to Project proximity to Briggs Road, **Mitigation Measure NOI-1** shall be required in order to reduce noise impacts to a less than significant level.

MM-NOI-1: **Sound Resistant Windows and Doors. All second story walls along Briggs Road shall have a combined sound transmission sound transmission class (STC) rating of 23 including all windows, doors, and other components. Prior to issuance of a building permit, the Project applicant or agent thereof, shall demonstrate to the satisfaction of the City Community Development Department that required sound resistant windows and doors have been identified on building plans.**

4.12.6 Cumulative Impacts

For the Project, cumulative impacts are the incremental effects of the 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. Any construction-related noise impacts are considered less than significant.

Any permanent increases in ambient noise levels in the Project vicinity (above levels existing without the Project) are considered less than significant with the incorporation of Project design features (6' high wall in rear yards), **Standard Conditions SC-NOI-1** and **SC-NOI-2**, and **Mitigation Measure MM-NOI-1**.

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.

The Project would include development of a community park. No substantial sources of vibration would be associated with Project operation. Impacts would be less than significant.

Based on this information, no cumulative impacts are anticipated from the implementation of the Project.

4.12.7 Unavoidable Significant Adverse Impacts

As stated above in the analysis above, 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. Operational impacts/roadway impacts are considered less than significant with the incorporation of Project design features (6' high wall in rear yards), **Standard Conditions SC-NOI-1** and **SC-NOI-2**, and **Mitigation Measure MM-NOI-1**. 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.

The Project would include development of a community park. No substantial sources of vibration would be associated with Project operation. Impacts would be less than significant.

No unavoidable, significant adverse noise impacts will occur as a result of Project implementation.

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4.13 POPULATION AND HOUSING

4.13.1 Introduction

This Subchapter will evaluate the environmental impacts to the issue area of population and housing from implementation of the Project. Section V.13., Population and Housing, of the Initial Study (IS, Subchapter 8.3, *Initial Study*) posed the following questions:

a. Would the Project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
b. Would the Project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
c. Would the Project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Based on the analysis in the IS it was determined that the questions pertaining to issue areas b. and c., 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 these questions, the IS identified "no impact" to those issue areas, 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.

Subsequent to the Initial Study being circulated and prior to the DEIR being completed, the City of Menifee revised its Initial Study checklist. These revisions were made based on the changes adopted in November 2018, by the State of California, to the guidelines for implementing the California Environmental Quality Act (CEQA), Appendix G Environmental Checklist Form. A change in text was made to issue area a. and is reflected in this Subchapter under subsection 4.13.4.

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
- *Rockport Ranch Specific Plan*, prepared by Consultants Collaborative, 8-5-2019 (**Appendix O**)
- Google Maps
  http://google.com/maps

Comment Letters Received on the Notice of Preparation (NOP)

Comment Letter #8 was received from the Southern California Association of Governments (dated 10/5/17) regarding land use and planning in response to the NOP. Within this comment letter were the following comments pertaining to land use and planning/population and housing:

- SCAG encourages the use of a 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).
- A wide range of land use and transportation strategies are included in the 2016 RTP/SCS.
- The Final PEIR for the 2016 RTP/SCS includes a list of project-level performance standards-based mitigation measures that may be considered by the City, as applicable and feasible.

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 Subchapter 4.11, Land Use and Planning, Subsection 4.11.4, Threshold "b"*

No comments regarding population and housing were received at the Scoping Meeting.

Therefore, the above issue, a., is the focus of the following evaluation of population and housing.

4.13.2 Environmental Setting

4.13.2.1 Population and Housing Setting

As shown in **Table 4.13-1, *Population Forecasts***, below, the population of Menifee was estimated at 77,519 in 2010 and is estimated to have increased to 90,660 in 2017. 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 4.13-1, also shows that the population of Riverside County was estimated to be 1,733,694 in 2010, and is estimated to have increased to 2,384,783 in 2017. 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 4.13-1
Population Forecasts

	2010 Count[1]	2017 Estimate[2]	2040 Forecast[3]	Increase 2010-2040	Percent Increase, 2010-2035
City of Menifee	77,519	90,660	121,000	43,481	56.1%
Riverside County	1,733,694	2,384,783	3,183,000	1,449,306	83.6%

Sources:
[1] 2010 US Census
[2] State of California Department of Finance, January 1, 2017
[3] SCAG 2016

As shown in **Table 4.13-2, *Household Forecasts***, below, the number of households in Menifee was estimated to be 27,461 in 2010 and is estimated to have increased to 33,307 in 2017. 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 4.13-2, 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 834,652 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 4.13-2
Household Forecasts

	2010 Count[1]	2017 Estimate[2]	2040 Forecast[2]	Increase, 2010-2040	Percent Increase, 2010-2025
City of Menifee	27,461	33,307	48,100	20,639	75.1%
Riverside County	525,018	834,652	1,054,300	529,282	100.8%

Sources:
[1] 2010 US Census
[3] SCAG 2016

4.13.2.2 Land Use Setting

The General Plan Land Use designation for the site is AG. The General Plan EIR did not contemplate a project of this nature on this site. The Project site is surrounded to the south, north and west by similar style development in terms of scale and intensity. **Table 4.13-3, *Surrounding Land Uses***, below, lists the different uses that are located immediately adjacent to the Project site.

Table 4.13-3
Surrounding Land Uses

Direction	General Plan Designation	Zoning District	Existing Land Use
Project Site	• Existing: Agriculture (AG) • Proposed: Specific Plan (SP)	• Existing: Heavy Agriculture (A-2-10) • Proposed: Specific Plan (SP)	Prior agricultural uses
North	• Residential (2.1-5R); and • Water (OS-W)	• Planned Residential (R-4)	Single-family residential
South	• Recreation (OS-R)	• Rural Residential (R-R)	Wilderness Lakes RV Resort
East*	• Agriculture (AG); and • Estate Density Residential (EDR)	• Light Agriculture (A-P); and • Heavy Agriculture (A-2)	Ramona Egg Ranch and agricultural fields
West	Menifee East Specific Plan	• Specific Plan (SP)	Single-family residential

Sources: City of Menifee Zoning Map and Google Maps
* Properties to the east are within County of Riverside jurisdiction

More specifically, the Project site is bordered on the north by single-family homes, on the south by a recreational vehicle campground/park, on the west by a partially developed tract of single-family homes, and agricultural uses exist to the east of the Project site. It could be said that Briggs Road represents an easterly "urban growth limit" to the City. It could also be said that the Project would be a continuation of the development pattern to the north and to the west and would represent a logical stopping point for suburban style development within the City.

4.13.2.3 Infrastructure (Sewer, Water and Roadways) Setting

Sewer

Wastewater will generally flow south toward a connection to a 27" vitrified clay pipe (VCP) located at Tres Lagos Drive, which will convey wastewater flows offsite to a processing station located approximately 5 miles west of the Project site.

Water

Several existing connection points are located under streets adjacent to the Project. Two (2) existing water mains are located on Old Newport Road; one 8" and one 36" concrete-mortar lined and coated (CML&C) water pipes. Briggs Road contains a 12" and a 36" CML&C pipes. One 36" CML&C pipe is located under Tres Lagos Drive.

Recycled Water

An existing 18" PVC recycled water line is located approximately 0.25 miles west of the Project on Old Newport Road. This recycled water infrastructure is controlled by EMWD.

Roadways

The principal local network of streets serving the Project site consists of Newport Road, Rockport Road/Old Newport Road, Laguna Vista Drive, Tres Lagos Drive, Briggs Road, Holland Road, and Menifee Road.

The following discussion provides a brief synopsis of these principal local streets serving the Project site.

- *Newport Road* is an east-west roadway located north of the Project site. On-street parking is not permitted on either side of the roadway. Newport Road is an eight-lane divided roadway west of Antelope Road and a six-lane divided roadway east of Antelope Road. Newport Road has a posted speed limit of 45 miles per hour (mph) west of Laguna Vista Drive, and a posted speed limit of 55 mph east of Laguna Vista Drive.
- *Rockport Road/Old Newport Road* is an east-west roadway that borders the Project site to the north. On-street parking is not permitted on either side of the roadway within the Project vicinity. Rockport Road/Old Newport Road is a two-lane divided roadway with a posted speed limit of 40 mph.
- *Laguna Vista Drive* is a north-south roadway located west of the Project site. On-street parking is not permitted on either side of the roadway. Laguna Vista Drive is a two-lane, divided roadway with a posted speed limit of 35 mph.
- *Tres Lagos Drive* is an east-west roadway located south of the Project site. On-street parking is not permitted on either side of the roadway. Tres Lagos Drive is a four-lane, divided roadway west of Laguna Vista Drive and a two-lane, divided roadway east of Laguna Vista Drive. It should be noted that Tres Lagos Drive will connect to Briggs Road at the intersection of Gold Crest Drive with the construction of the Project.
- *Briggs Road* is a north-south roadway that borders the Project site to the east. On-street parking is not permitted on either side of the roadway within the Project vicinity. Briggs Road is two-lane, undivided roadway. It should be noted that Briggs Road separates the City of Menifee and the County of Riverside.
- *Holland Road* is an east-west roadway located south of the Project site. On-street parking is not permitted on either side of the roadway. West of Southshore Drive, Holland Road is a four-lane, divided roadway with a posted speed limit of 50 mph. East of Southshore Drive, Holland Road is a two-lane, undivided roadway.
- *Menifee Road* is a north-south roadway located west of the Project site. On-street parking is not permitted on either side of the roadway within the Project vicinity. South of Tres Lagos Drive and north of Newport Road, Menifee Road is a four-lane, divided roadway and between Tres Lagos Drive and Newport Road, Menifee Road is a five-lane, divided roadway. The posted speed limit on Menifee Road is 45 mph.

4.13.3 Thresholds of Significance

As discussed in Subsection 4.13.1, above, the Project impacts to one (1) criterion pertaining to population and housing 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. 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).

The question posed in the IS, and as modified by the revised CEQA guidelines, 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.

4.13.4 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 four (4) land use entitlements must be obtained from City:

General Plan Amendment (GPA) No. 2016-287

GPA No. 2016-287 proposes to amend the Project site's designation in the General Plan Land Use Element from Agriculture (AG) to Specific Plan (SP). Reference **Figure 3-1, *General Plan Amendment***. The proposed non-agricultural General Plan Land Use designation and was not anticipated or analyzed in the *GPEIR*.

Change of Zone (CZ) No. 2016-288

CZ No. 2016-288 proposes to change the zoning classification of 79.68-acres on the southwest corner of Briggs Road and Old Newport (APNs 364-190-004 and 364-190-005) from Heavy Agriculture – 10-Acre Minimum (A-2-10) to Specific Plan (SP). Reference **Figure 3-2, *Change of Zone***. The proposed non-agricultural zoning classification was not anticipated or analyzed in the *GPEIR*.

Specific Plan (SP) No. 2016-286

SP No. 2016-286 proposes establishment of a Specific Plan on a total of 79.68-acres for 305 residential lots (96 single-family courtyard residential units and 209 single-family residential units), 20.1-acres of private recreational open space and trails and 21.18-acres of road and easements. Reference **Figure 3-3, *Specific Plan Land Use Plan*, and Table 4.13-4, *Specific Plan Land Use Table***. The overall residential density of the Project will be 3.82 dwelling units per acre.

Table 4.13-4
Specific Plan Land Use Table

Land Use	Total Gross Area (in acres)	Target Density	Proposed Dwelling Units (DUs)	Project Density
Residential	38.40	2.1-5	305	3.8
Recreational, Trails, & Open Space	20.10	-	-	-
Other (Roads, Easements, etc.)	21.18	-	-	-
Site Total	79.68	2.1-5	305	3.8

Source: Project Specific Plan (**Appendix O**)

Tentative Tract Map No. 2016-285 (TR 37131)

TR No. 2016-285 (TR 37131) proposes the subdivision of 79.68 gross-acres into a total of 305 single-family residential lots, with 20.1-acres of trails, open space, and recreation, and 21.18-acres of roads and easements. Reference **Figure 3-14, *Tentative Tract Map (TR 37131)***, in Chapter 3 of this DEIR.

The residential lots include the following:

- 60 lots with a minimum lot size of 5,000 square feet (sq. ft.);
- 79 lots with a minimum lot size of 6,000 sq. ft.;
- 43 lots with a minimum lot size of 6,500 sq. ft.;
- 27 lots with a minimum lot size of 7,000 sq. ft.; and
- 96 courtyard type lot. (Courtyard type developments allow units to take access off a single private drive. A maximum of 8 units will take access off this private drive.)

The open space lots include lots for recreation (0.3-acre private pool, and 1.2-acre park, 0.1-acre tot lot), two (2) lakes comprising 5.2-acres, 0.6-acre water quality features, and 8.5-acres of landscaping throughout the development for paseos and additional perimeter landscaping. The Project is proposed to be a gated community.

The Project would result in the development of 305 single-family residential lots. At 3.164 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 965 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. The 965 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 305 single-family residences will therefore result in the potential for 965 new residents and the creation of 305 new households. 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 4.13-5, *Project Population Relationship to City of Menifee and Riverside County (2017 and 2040)*, shows the numbers and percentages of increases that will result from the Project in relation to estimated 2017 population and projected 2040 population.

Table 4.13-5
Project Population Relationship to City of Menifee and Riverside County (2017 and 2040)

	Population[1]	Project Percentage 2017	2040 Population[2]	Project Percentage 2040
Project	965	N/A	965	N/A
City of Menifee[1]	90,660	1.02%	121,000	0.79%
Riverside County[1]	2,384,783	0.038%	3,183,000	0.030%

Sources:
[1] Utilizes 2017 Population data from Table 4.13-1, above
[2] SCAG 2016

The Project represents a 1.02% increase in population over estimated 2017 population and a 0.76% increase in population over projected 2040 population in the City of Menifee and represents a 0.038% increase in population over estimated 2017 population and a 0.030% increase in population over the 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 4.13-6, *Project Household Relationship to City of Menifee and Riverside County (2017 and 2040)*, below, shows the numbers and percentages of increases that will result from the Project in relation to estimated 2017 households and projected 2040 households.

Table 4.13-6
Project Household Relationship to City of Menifee and Riverside County (2017 and 2040)

	Households[1]	Project Percentage 2017	2040 Households[2]	Project Percentage 2040
Project	305	N/A	305	N/A
City of Menifee[1]	27,461	1.11%	48,100	0.63%
Riverside County[1]	525,018	0.058%	1,054,300	0.029%

Sources:
[1] Utilizes 2017 Population data from Table 4.13-1, above
[2] SCAG 2016

The Project represents a 1.11% increase in households over 2017 estimate households, and a 0.63% increase in households over projected 2040 households in the City of Menifee and represents a 0.058% increase in households over estimated 2017 households, and a 0.029% increase in households over projected 2040 households in Riverside County. According to Table 2: E-5 City/County Population and Housing Estimates, 1/1/2018 (Dept. of Finance), the City has a vacancy rate of 7.8%, which is below the County total of 13.2%. 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.

The Project does not include any businesses. Therefore, the Project will not induce substantial population growth in an area, either directly by proposing new businesses. No impacts will occur**.**

As stated above, the Project site is bordered on the north by single-family homes, on the south by a recreational vehicle campground/park, on the west by a partially developed tract of single-family homes, and agricultural uses exist to the east of the Project site. This is also the situation for the development to the north and south of the Project site. It could be said that Briggs Road represents an easterly "urban growth limit" to the City. It could also be said that the Project would be a continuation of the development pattern to the north and to the west and would represent a logical stopping point for suburban style development within the City. The Project is considered "in-fill" type development within the City's boundaries, which is referred to by the Governor's Office of Planning and Research as: "building within unused and underutilized lands within existing development patterns, typically but not exclusively in urban areas. Infill development is critical to accommodating growth and redesigning our cities to be environmentally- and socially-sustainable."

Based on the surrounding development pattern, and the urban growth line provided by Briggs Road, any indirect land use impacts from the Project are considered less than significant.

As shown in Subsection 4.13.2.3, the Project is located in an area which has existing roadways. The Project will be required to improve adjacent frontage roadways (Newport Road, Rockport Road/Old Newport Road, Tres Lagos Drive, Briggs 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 4.13.2.3, the Project is located in an area which has existing sewer and water adjacent to the Project site. An existing 18" PVC recycled water line is located approximately 0.25 miles west of the Project on Old Newport Road. With the exception of recycled water, 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.

4.13.5 Avoidance, Minimization, Standard Conditions, and Mitigation Measures

Avoidance

No avoidance measures are required.

Minimization

No minimization measures are required.

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.

4.13.6 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 Project would result in the development of 305 single-family residential lots. At 3.164 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 965 persons at Project buildout. The 965 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 1.02% increase in population over estimated 2017 population and a 0.76% increase in population over projected 2040 population in the City of Menifee and represents a 0.038% increase in population over estimated 2017 population and a 0.030% increase in population over projected 2040 population in Riverside County.

The Project represents a 1.11% increase in households over 2017 estimate households, and a 0.63% increase in households over projected 2040 households in the City of Menifee and represents a 0.058% increase in households over estimated 2017 households, and a 0.029% 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 IS determined that the Project would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere, or displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. No impact will occur.

Therefore, the residential population and housing growth from the Project is not considered cumulatively considerable and significant.

4.13.7 Unavoidable Significant Adverse Impacts

The 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 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.

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4.14 PUBLIC SERVICES

4.14.1 Introduction

This Subchapter will evaluate the environmental impacts to the issue area of public services from implementation of the Project. V.14., Public Services, of the Initial Study (IS, Subchapter 8.3, *Initial Study*) posed the following question relating to five (5) issue areas:

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 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) was thoroughly analyzed in Subchapter 4.16, 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 4.16 for a thorough analysis of Parks.

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
- 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
- Menifee Unified School District (MUSD) Website http://www.menifeeusd.org/
- 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 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 Rockport Ranch*, prepared by DPFG, dated May 4, 2018 (*FIA* **Appendix L1**)
- *Rockport Ranch Fiscal Impact Analysis Review,* prepared by Spicer Consulting Group, dated September 6, 2019 (*FIA Review*, **Appendix L2**)
- 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

<u>Comment Letters Received on the Notice of Preparation (NOP)</u>

Comment Letter #5 was received from the Riverside Unit Riverside County Fire Department (dated 10/3/17) regarding public services in response to the NOP. Within this comment letter were the following comments pertaining to public services:

- Station 76, which is located at 29950 Menifee Road, City of Menifee, provides fire protection to the Project.
- The Project will contribute a cumulative adverse impact to the Fire Department's ability to provide an acceptable level of service due to an increased number of emergency and public service calls. Proportional mitigation shall be required via capital improvements and/or impact fees.
- Additional review will be conducted upon receipt of building plans.

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 or at the Scoping Meeting.

Therefore, the above issues identified in a., through c., and e., and the issues identified in the IS/NOP (summarized above), are the focus of the following evaluation of public services.

In addition, a standard requirement for payment of School Fees pursuant to Senate Bill 50 (see **Standard Condition SC-PS-4** in Subsection 4.14.4.4, below) was discussed in the IS and will carry forward into this DEIR.

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

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.

4.14.2 Fire Protection and Emergency Response Services

4.14.2.1 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 at 28730 Vacation Drive in the City of Canyon Lake about 0.5 miles west of the Menifee City boundary.

Riverside County Menifee Lakes Fire Station #76 is located approximately 1 mile west/northwest 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 an 7-person crew, including a Battalion Chief. They have a Type-1 structural firefighting apparatus, ladder truck, fire engine, and paramedics.

Quail Valley Station #5, is located approximately 5.8 miles northwest 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 3.2 miles northwest 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 4.25 miles southwest 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.

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 Project site is not located within a fire hazard zone. There are no wildland conditions in the suburbanized area where the Project site is located.

Regulatory Setting

Federal

National Fire Protection Association Code 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), Fire Code section 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

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.

Regional/Local

Riverside County Fire Department (RCFD)

RCFD response time goals for fire suppression calls are listed in **Table 4.14.2-1, *RCFD Response Time Goals, Fire Suppression Calls***, below. As shown, in developed urban areas with densities of two or more residential units per acre, the response time goal is 7 minutes.

Table 4.14.2-1
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. At the current time, this fee is $614.00/single family unit.

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**, in Subsection 4.14.2.4.

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**.

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.

4.14.2.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, and 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.

4.14.2.3 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 with Mitigation Incorporated

The Project site contains four (4) single-family residences while the remainder of the project site is vacant. The General Plan Land Use designation for the site is Agriculture (AG). General Plan Amendment (GPA) No. 2016-287 proposes to amend the Project site's designation in the General Plan Land Use Element from AG to Specific Plan (SP). Change of Zone (CZ) No. 2016-288 proposes to change the zoning classification from Heavy Agriculture – 10-Acre Minimum (A-2-10) to Specific Plan (SP). Neither the proposed non-agricultural General Plan Land Use designation, or the non-agricultural zoning classification were anticipated or analyzed in the *GPEIR*.

The Project would result in the development of 305 single-family residential lots. At 3.164 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 965 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 and emergency response services. At the current time, this fee is $231.00/single family unit.

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**, in Subsection 4.14.3.4.

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 $362,875 compared to recurring fiscal costs of $310,933, a net benefit to the City of approximately $51,942. The largest sources of revenue will result from property tax (39.5%), property tax in lieu of VLF (20.5%), and sales tax (15.6%). Based upon the City's review of the *FIA* (*FIA Review*, **Appendix L2**), the City has determined that there will be a shortfall of revenues. The *FIA Review* states:

> "*A separate analysis was prepared for the City that illustrates the impacts to public safety from development. We prepared a tabular analysis that included information planned for FY 2017-18 and determined the appropriate set of General Fund revenues and expenditures on a per capita basis. SCG evaluated this cost per capita assuming a full build-out scenario and determine the proportionate share associated to the development of new residential properties. This report translates to ($479) for each newly developed detached single family residential and ($354) per multi-family residential unit needed to mitigate future impacts.*"

Given the net negative impact the Project will have on the City's General Fund, the developer shall establish a funding mechanism, such as a safety services tax or payment of an in-lieu fee to mitigate its impact to the City's General Fund for Public Safety Services. This is included in **Mitigation Measure MM-PS-1**.

With the incorporation of **Mitigation Measure MM-PS-1**, future demands on the provision of fire protection and emergency response services will be more than fulfilled in the future after it is developed. Any impact will be reduced to a less than significant level.

4.14.2.4 Avoidance, Minimization, Standard Conditions, and Mitigation Measures

Avoidance

No avoidance measures are required.

Minimization

No minimization measures are required.

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 **Prior to the recordation of a final map, the Project developer shall establish a funding mechanism, such as a safety services tax or payment of an in-lieu fee to mitigate its impact to the City's General Fund for Public Safety Services.**

4.14.2.5 Cumulative Impacts

The Project represents a 1.02% increase in population over estimated 2017 population and a 0.76% increase in population over projected 2040 population in the City of Menifee and represents a 0.038% increase in population over estimated 2017 population and a 0.029% increase in population over projected 2040 population in Riverside County.

The Project represents a 1.11% increase in households over 2017 estimate households, and a 0.63% increase in households over projected 2040 households in the City of Menifee and represents a 0.058% increase in households over estimated 2017 households, and a 0.029% 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 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. This will provide funding for capital improvements such as land, equipment purchases and fire station construction. The 305 units envisioned for 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. In addition, the Project will be required to adhere to the implementation of **Mitigation Measure MM-PS-1** to mitigate any impacts.

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.

4.14.2.6 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 **Standard Condition SC-PS-1** and **Standard Condition SC-PS-2**) and implementation of **Mitigation Measure MM-PS-1** 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 will be reduced to a less than significant level.

4.14.3 Police Protection Services

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.

4.14.3.1 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 8.5 miles northwest 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.

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. At the current time, this fee is $614.00/single family unit.

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 4.14.3.4.

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.

4.14.3.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, and 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.

4.14.3.3 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 with Mitigation Incorporated

The Project site contains four (4) single-family residences while the remainder of the project site is vacant. The General Plan Land Use designation for the site is Agriculture (AG). General Plan Amendment (GPA) No. 2016-287 proposes to amend the Project site's designation in the

General Plan Land Use Element from AG to Specific Plan (SP). Change of Zone (CZ) No. 2016-288 proposes to change the zoning classification from Heavy Agriculture – 10-Acre Minimum (A-2-10) to Specific Plan (SP). Neither the proposed non-agricultural General Plan Land Use designation, or the non-agricultural zoning classification were anticipated or analyzed in the *GPEIR*.

The Project would result in the development of 305 single-family residential lots. At 3.164 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 965 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 (recently approved in 2018 by the City Council), the Project would generate a total demand for 0.59 additional officers, which is a need for 0.59 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.

The City development review process and building permit plan check process include review by the Community Development Department to ensure incorporation of defensible space concepts in site design and construction. This is reflected in Mitigation Measure MM-PS-2, which requires all Project development to incorporate defensible space concepts (Defensible space, is defined by Crime Prevention Through Environmental Design (CPTED) as an area that citizens feel they own, respect, and wish to defend.), and that the design of each tract be reviewed with the Sheriff's Office prior to approval of any tentative 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. At the current time, this fee is $231.00/single family unit.

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 4.14.3.4. 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.

The *FIA* demonstrates the annual recurring revenues to the City's General Fund at Project build-out will equal $362,875 compared to recurring fiscal costs of $310,933, a net benefit to the City of approximately $51,942. The largest sources of revenue will result from property tax (39.5%), property tax in lieu of VLF (20.5%), and sales tax (15.6%). Based upon the City's review of the *FIA*, the City has determined that there will be a shortfall of revenues. The *FIA Review* states:

> "*A separate analysis was prepared for the City that illustrates the impacts to public safety from development. We prepared a tabular analysis that included information planned for FY 2017-18 and determined the appropriate set of General Fund revenues and expenditures on a per capita basis. SCG evaluated this cost per capita assuming a full build-out scenario and determine the proportionate share associated to the development of new residential properties. This report translates to ($479) for each newly developed detached single family residential and ($354) per multi-family residential unit needed to mitigate future impacts.*"

Given the net negative impact the Project will have on the City's General Fund, the developer shall establish a funding mechanism, such as a safety services tax or payment of an in-lieu fee to mitigate its impact to the City's General Fund for Public Safety Services. This is included in **Mitigation Measure MM-PS-1**.

With the incorporation of **Mitigation Measure MM-PS-1**, and payment of DIF (Standard Condition SC-PS-3), potential impacts related to the need for new or physically altered Sheriff Services are will be reduced to a less than significant level.

4.14.3.4 Avoidance, Minimization, Standard Conditions, and Mitigation Measures

Avoidance

No avoidance measures are required.

Minimization

No minimization measures are required.

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.**

Mitigation Measure(s)

MM-PS-1 **Prior to the recordation of a final map, the Project developer shall establish a Public Services Community Facilities District (or other means of paying the annual costs) to mitigate its impact to the City's General Fund for Public Safety Services.**

Mitigation Measure MM-PS-2 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-2** 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-2 **To assure that the future Project development incorporates defensible space concepts, the design of each tract shall be reviewed with the Community Development Department prior to approval of any tentative tract maps, conditional use permits or other entitlements and the approved maps shall incorporate defensible space measures approved by the Sheriff's Department.**

4.14.3.5 Cumulative Impacts

The Project represents a 1.02% increase in population over estimated 2017 population and a 0.76% increase in population over projected 2040 population in the City of Menifee and represents a 0.038% increase in population over estimated 2017 population and a 0.029% increase in population over projected 2040 population in Riverside County.

The Project represents a 1.11% increase in households over 2017 estimate households, and a 0.63%% increase in households over projected 2040 households in the City of Menifee and represents a 0.058% increase in households over estimated 2017 households, and a 0.029% 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 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 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. The Sheriff Department reserves the right to negotiate developer agreements associated with the development of land and/or construction of Sheriff Services support facilities to meet service demands.

Based on the incorporation of **Mitigation Measure MM-PS-1**, **Mitigation Measure MM-PS-2,** payment of DIF (see **Standard Condition SC-PS-3**) and annual taxes generated by the 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.

4.14.3.6 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**, **Mitigation Measure MM-PS-**2, payment of DIF

(see **Standard Condition SC-PS-3**), and through the annual taxes generated by the Project, any potential impact through expansion of police protection services will be less than significant.

4.14.4 School Services

4.14.4.1 Environmental Setting

The Project area is located within and served by the Menifee Union School District (MUSD) and Perris Union High School District (PUHSD), which serve grades K-8 and grades 9-12, respectively. Effective May 2018, MUSD serves 10,259 students from preschool age through grade eight at 10 elementary schools, 3 middle schools and one preschool campus. The District's eleventh elementary school (Taawila Elementary School) was completed and opened in August 2018.

Southshore Elementary School serves the Project area for grades K-5; the current enrollment as of May 18, 2018 is 791 students with a capacity of 1,020 students, indicating an additional 229 students can currently be accommodated. Bell Mountain Middle School serves grades 6-8 and has capacity for approximately 160 additional students. Heritage High School serves grades 9-12; the current enrollment for the past two school years (2,779 and 2,831 students) has exceeded the 2,600 student design capacity. Future student growth will be accommodated by PUHSD's pending High School #4, located approximately 1.0 mile southeast of the Project site.

Table 4.14.4-1, *Current Enrollments and Capacity of Schools Serving the Project (2017/2018)*, summarizes school populations and capacities.

Table 4.14.4-1
Current Enrollments and Capacity of Schools Serving the Project
(2017/2018)

School	District	Current Enrollment	Capacity
Southshore Elementary School	MUSD	791	1,020
Bell Mountain Middle School	MUSD	1,272	1,432
Heritage High School	PUHSD	2,779	2,600
High School #4 (future)	PUHSD	N/A[1]	2,600[1]

[1] 52-acre high school site located at the northwest corner of Leon Road and Wickerd Road purchased by PUHSD in 2010; final planning and design facilitated by the approval of Measure T in 2012. Approximately $75M is set aside for projects in Menifee including the future construction of High School #4. The reader is referred to http://www.puhsd.org/pages/high-school-4 for additional information. According to Mr. Hector Gonzalez, Director of Facilities Planning, HS #4 does not have a construction schedule to date. The District may put a Bond on the November 2018 Ballot, which if successful, would provide the funding needed to begin construction on the high school shortly afterwards. The project is classified as "shovel ready."
Source: MUSD and PUHSD websites and correspondence with staff

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 currently not being released for funding school facilities, state funds for new school construction are available from existing bond measures.

Current (2018) development impacts fees charged by the MUSD and the PUHSD are listed in **Table 4.14.4-2, *Current (2018) Residential Development Impacts Fees (per square foot)***.

Table 4.14.4-2
Current (2018) Residential Development Impacts Fees (per square foot)

School District	Residential Development
MUSD	$2.73
PUHSD	$1.09

Source: MUSD and PUHSD staff correspondence

Measure Q

MUSD was successful at the election conducted on November 8, 2016 in obtaining authorization from the District's voters to issue up to $135 million aggregate principal amount of the District's general obligation bonds ("Measure Q"). The election was conducted under Proposition 39, chaptered as the Strict Accountability in Local School Construction Bonds Act of 2000, at Section 15264 *et seq.* of the Education Code of the State. Measure Q funds will be used to acquire land and build two new elementary schools and one middle school to reduce overcrowding at existing schools; repair and renovate Menifee Valley Middle School and existing middle schools; fix roofs, heating, air conditioning, plumbing and electrical systems; and provide access for students with disabilities.

4.14.4.2 Thresholds of Significance

As discussed in Subsection 4.14.1, the Project impacts pertaining to Public Services – School Services resources will be analyzed. According to Appendix G of the CEQA Guidelines, and 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.

4.14.4.3 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 Project is located within the Menifee Union School District and Perris Union High School District. The Project is subject to development fees for school facilities pursuant to Senate Bill (SB) 50.

The current General Plan Land Use designation for the Project site is Agriculture (AG). The proposed General Plan Land Use designation is Specific Plan (SP). The Project is proposing to change the zoning classification for the Project site from Heavy Agriculture (A-2-10) to Specific Plan (SP). The proposed non-agricultural General Plan Land Use designation and zoning classification were not anticipated or analyzed in the *GPEIR*.

The Project is located with the Menifee Union School District (MUSD), for kindergarten through 8th grades, and Perris Union High School District (PUHSD) for 9th-12th grades. Children residing in the proposed residences would most likely attend one of the existing facilities such as Southshore Elementary, Bell Mountain Middle, Heritage High School, or future High School #4, once constructed. The reader is referred to http://www.puhsd.org/pages/high-school-4 for additional information. According to Mr. Hector Gonzalez, Director of Facilities Planning, HS #4 does not have a construction schedule to date. The District may put a Bond on the November 2018 Ballot, which if successful, would provide the funding needed to begin construction on the high school shortly afterwards. The project is classified as "shovel ready." Implementation of the Project will result in an incremental impact on the demand for school services.

The following student generation factors are utilized by MUSD for single-family detached units:

- Elementary school: 0.3038/dwelling unit
- Middle school: 0.1396/dwelling unit

The following student generation factors are utilized by PUHSD for single-family detached units:

- High school: 0.1043/dwelling unit

Based on 305 residential units (3.164 persons per household, per US Census ACS 5-year Estimates) and the MUSD and PUHSD generation rates shown above, the Project will generate the following approximate number of students, below.

- Elementary school: 96
- Middle school: 44
- High school: 33

As shown above in **Table 4.14.4-1**, there is adequate capacity at the elementary school and middle school to accommodate the 96 elementary school and 44 middle school students generated by the Project. The current high school is over capacity. This will be alleviated with the construction of future High School #4, which is located approximately 1.0 mile southeast of the Project site. It is anticipated that the PUHSD will refine school boundaries upon the completion of future High School #4; thereby alleviating any capacity issues.

MUSD was successful at the election conducted on November 8, 2016 in obtaining authorization from the District's voters to issue up to $135 million aggregate principal amount of the District's general obligation bonds ("Measure Q"). The election was conducted under Proposition 39, chaptered as the Strict Accountability in Local School Construction Bonds Act of

2000, at Section 15264 *et seq.* of the Education Code of the State. Measure Q funds will be used to acquire land and build two new elementary schools and one middle school to reduce overcrowding at existing schools; repair and renovate Menifee Valley Middle School and existing middle schools; fix roofs, heating, air conditioning, plumbing and electrical systems; and provide access for students with disabilities.

Impacts to MUSD and PUHSD facilities will be offset through the payment of impact fees to the MUSD and PUHSD, prior to the issuance of a building permit. MUSD and PUHSD residential rates are currently $2.73 per square foot and $1.09 per square foot, respectively. 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**) 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.

4.14.4.4 Avoidance, Minimization, Standard Conditions, and Mitigation Measures

Avoidance

No avoidance measures are required.

Minimization

No minimization measures are required.

Standard Condition(s)

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.**

Mitigation Measure(s)

No mitigation measures for impacts to schools are necessary, as payment of SB50 fees are considered adequate mitigation under the law.

4.14.4.5 Cumulative Impacts

The Project, in conjunction with other projects anticipated within the 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-4**) 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.

4.14.4.6 Unavoidable Significant Adverse Impacts

The school districts servicing the 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-4**). 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, MUSD 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.

4.14.5 Other Public Facilities – Library Services

4.14.5.1 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.

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. At the current time, this fee is $66.00/single family unit.

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-5**, in Subsection 4.14.5.5.

4.14.5.3 Thresholds of Significance

As discussed in Subsection 4.14.1, above, the Project impacts pertaining to Other Public Services - Libraries resources will be analyzed. According to Appendix G of the CEQA Guidelines, and 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.

4.14.5.4 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 305 homes, with a projected population of 965 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. This fee is $66.00/single family unit for library books. 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-5**, Subsection 4.14.5.5) 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.

4.14.5.5 Avoidance, Minimization, Standard Conditions, and Mitigation Measures

Avoidance

No avoidance measures are required.

Minimization

No minimization measures are required.

Standard Condition(s)

SC-PS-5 Development Impact Fee (DIF)/Library Facilities. 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.

4.14.5.5 Cumulative Impacts

The Project, in conjunction with other projects anticipated within the Project area will generate additional demand upon library services and the need for books. The payment of DIF (see **Standard Condition SC-PS-5**) 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.

4.14.5.6 Unavoidable Significant Adverse Impacts

The libraries servicing the 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-5**). This will preclude the Project from creating any unavoidable significant adverse impact.

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4.15 RECREATION

4.15.1 Introduction

This Subchapter will evaluate the environmental impacts to the issue area of recreation from implementation of the Project. Section V.15., Recreation, 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 of these two (2) issue areas, a. and b., related to recreation above **would** be further analyzed in the Draft Environmental Impact Report (DEIR).

Standard conditions for payment of Quimby fees pursuant to the Quimby Act and Municipal Code Section 9.55 were discussed in the IS and are included in the analysis below. No mitigation measures were presented in the IS that shall be carried over to this EIR.

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
- 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

The Project proposes establishment of a Specific Plan on a total of 79.68-acres for 305 residential lots (96 single-family courtyard residential units and 209 single-family residential

units), 20.1-acres of private recreational open space and trails and 21.18-acres of road and easements. Landscaped open space consists of 8.9-acres for the development of paseos, passive landscape areas, and perimeter landscaping. The Project will also provide 11 combined acres for parks and recreational areas, tot lots, a pool, sidewalks/trails and lakes. The main purpose for the lake is retention/detention; however, passive recreational opportunities (walks, seating) will be provided. Sidewalks and trails are planned for access to all these features.

Please reference **Figure 3-3, *Specific Plan Land Use Plan***; **Table 3-1, *Specific Plan Land Use Table***; **Figure 3-4, *Circulation Plan***; **Figure 3-5, *Open Space Plan***; and **Figure 3-14, *Tentative Tract Map (TR 37131)***, in chapter 3 of this DEIR.

No comments regarding recreation were received in response to the Notice of Preparation or at the Scoping Meeting.

Therefore, the above issues, a. and b. are the focus of the following evaluation of recreation.

4.15.2 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 4.15-1, *Parks, Recreation Centers, and Libraries***.

Table 4.15-1, *City-Owned Park Sites*, below, lists the nine (9) City-owned parks that are currently operational and 3 that are listed as "coming soon." Overall, that makes 12 city-owned parks, totaling 62.04 acres.

Table 4.15-1
City-Owned Park Sites

Park Name	Address	Acreage
Audie Murphy Ranch Sports Park	30376 Lone Pine Drive	11.29
Audie Murphy Ranch North (PA 30 Park/PA 40-E Paseo/Linear Park) (under construction)	N/A	6.36
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 (under construction)	N/A	5.18
Mayfield Park (under construction)	26410 Rim Creek Path	2.54
Central Park (under construction)	30268 Civic Plaza Drive	5.0

Source: Existing Public Park Regulations & Facilities https://www.cityofmenifee.us/285/Parks

Table 4.15-2, *Valley-Wide Owned Park Sites Within the City of Menifee*, lists the twenty (20) Valley-Wide owned parks that are currently operational within the City of Menifee, which total 119.36 acres.

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Figure 4.15-1
Parks, Recreation Centers, and Libraries

Source: City of Menifee
https://www.cityofmenifee.us/285/Parks

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Table 4.15-2
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 demand for golf courses in Menifee is particularly high due to the City's sizable senior population. The City has four 18-hole golf courses, two in Sun City (one is executive style) and another two in Menifee Lakes. A fifth golf course is proposed as part of the Menifee Valley Ranch Specific Plan, but development has not yet begun.

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 4.15-2, *Existing and Proposed Recreation Areas* shows the existing and proposed parks within the City, and in proximity of the Project site. **Figure 4.15-2** 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 4.15-2 also shows the proximity of the Project site within ½-mile of a public or private park. As shown on **Figure 4.15-2**, the Project site is located within ½-mile of existing private parks (Wilderness Lakes RV Resort located immediately to the south, and Tierra Shores residential development located immediately to the north) and proposed private parks within the Menifee East Specific Plan to the west. Google Maps (accessed February 21, 2018) shows only the Lakes Community Association private park has been developed within the Menifee East Specific Plan. A public park is proposed south of the Wilderness Lakes RV Resort.

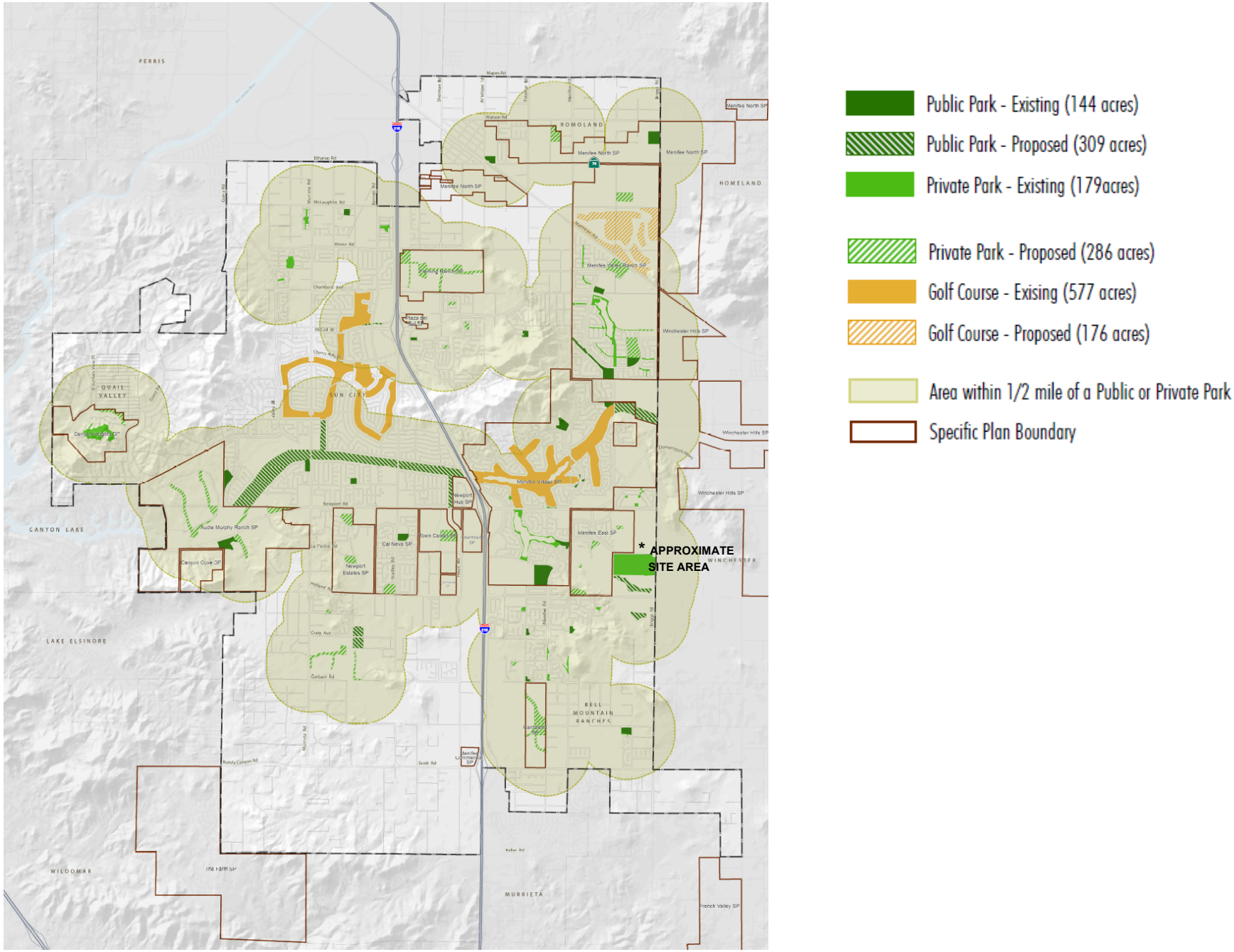
Trails

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 4.15-3, *Proposed Recreational Trails and Class I, II, and III Bike Routes***.

Types of trails planned by the City include:

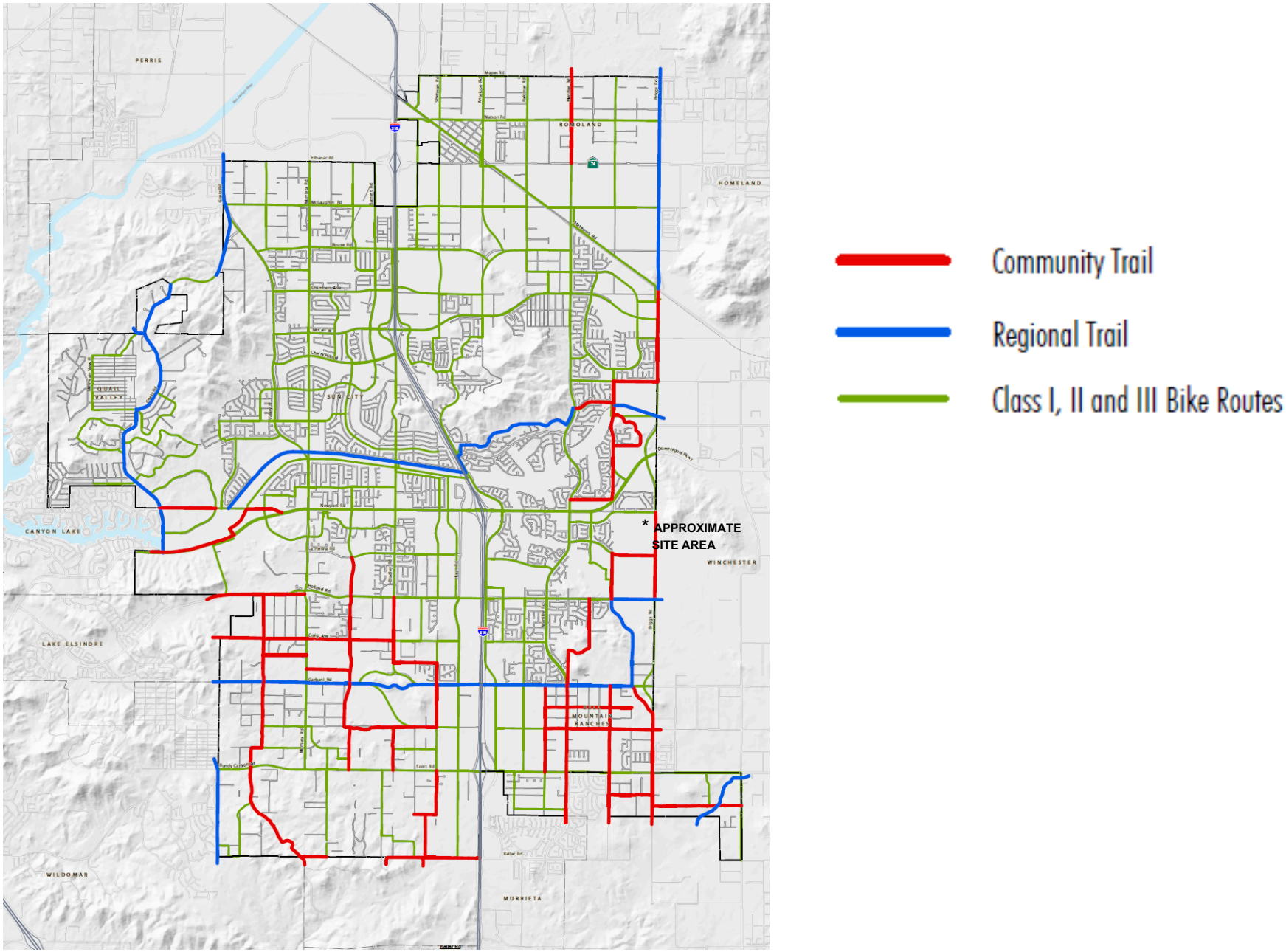
- Off-road bike trails (subregional).
- Off-road neighborhood electric vehicle (NEV)/bike trails (community).
- On-street bike lanes (subregional).
- On-street bike lanes and NEV/bike lanes (community).
- Hiking/biking trail (community).

Figure 4.15-2
Existing and Proposed Recreation Areas



Source: City of Menifee
https://www.cityofmenifee.us/DocumentCenter/View/1090

Figure 4.15-3
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 4.15-4, *WRCOG Non-Motorized Transportation Network***.

<u>According to the General Plan EIR, bike lanes are defined as follows:</u>

- 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.

Regulatory Setting

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.

City of Menifee

General Plan Parkland Requirement

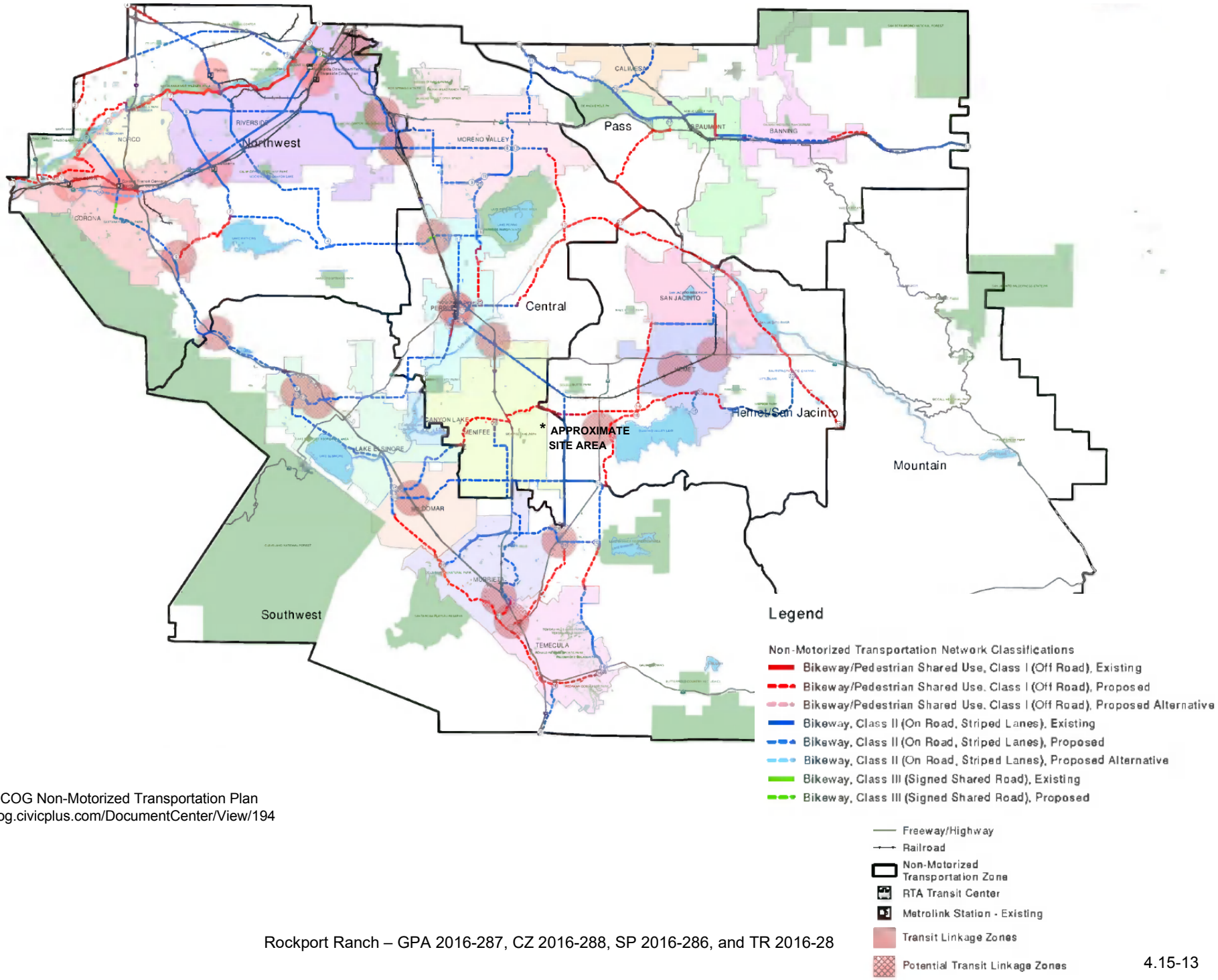
The City of Menifee requires a minimum of five acres of public open space to be provided for every 1,000 City residents.

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 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.

Figure 4.15-4
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 Section 9.55

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.

It should be noted that payment of the Quimby Fees is required and is not considered unique mitigation under CEQA.

Ordinance No. 17-232, Development Impact Fees

The Project site is subject to Ordinance No. 17-232, Development Impact Fees (DIF). 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.

4.15.3 Thresholds of Significance

As discussed in Subsection 4.15.1, above, the Project impacts to two (2) criteria pertaining to recreation will be analyzed in this DEIR. According to Appendix G of the CEQA Guidelines, and 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.

4.15.4 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 Project includes 305 single-family homes. At 3.164 persons per household, per City Ordinance 9.55 and associated City Resolution No. 16-514, it is anticipated that the Project would result in a direct population increase of approximately 965 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 965 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 965 residents generated by the Project was not included in these General Plan parkland numbers.

The following is the formula used to determine the recreational facilities generated by a Project residential population of 965 residents, at 5 acres per 1,000 residents:

305 units x 3.164 persons/house = 965 residents
(965/1000) x 5 = 4.83 acres

The Project proposes 20.1 acres of private recreational open space and trails. Landscaped open space consists of 8.9 acres for the development of paseos, passive landscape areas, and perimeter landscaping. The Project will also provide 11 combined acres for parks and recreational areas, tot lots, a pool, sidewalks/trails and lakes. The main purpose for the lake is retention/detention; however, passive recreational opportunities (walks, seating) will be provided. Sidewalks and trails are planned for access to all these features. Reference **Figure 3-5, *Open Space Plan***, in Chapter 3 of this DEIR.

Open space and recreational facilities that are provided strictly for residents' private use, are maintained by a Homeowner's Association, and will not be dedicated to the City for general public use, are not granted any parkland credit under Quimby. 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.

According to **Figure 4.15-5a, *Briggs Road Cross Section***, an 8'-wide meandering community trail and an 8'-wide Class II bike lane are shown adjacent to the Project on the west side of Briggs Road. These improvements will be installed concurrently with Briggs Road improvements.

According to **Figure 4.15-5b, *Tres Lago Road Cross Sections***, an 8'-wide Class II bike lane is shown adjacent to the Project on the north side of Tres Lago Road. These improvements will be installed concurrently with Tres Lago Road improvements.

According to **Figure 4.15-5c, *Old Newport Road Cross Sections***, an 8'-wide Class III bike lane is shown adjacent to the Project on the south side of Old Newport Road. These improvements will be installed concurrently with Old Newport Road improvements.

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 ones are a bikeway/pedestrian shared use Class I off-road (proposed) approximately 1.5 miles north of the Project site and a Bikeway, Class II on-road, striped-lanes (existing) approximately 2.5 miles east of the Project site. 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 4.83 acres (which, due to its Agricultural Land Use Designation, was not anticipated in the City's General Plan). Even with the addition of these 4.83 acres, the demand would increase to 411.83 acres, which is still well within the designated acreage for parkland in the City at buildout.

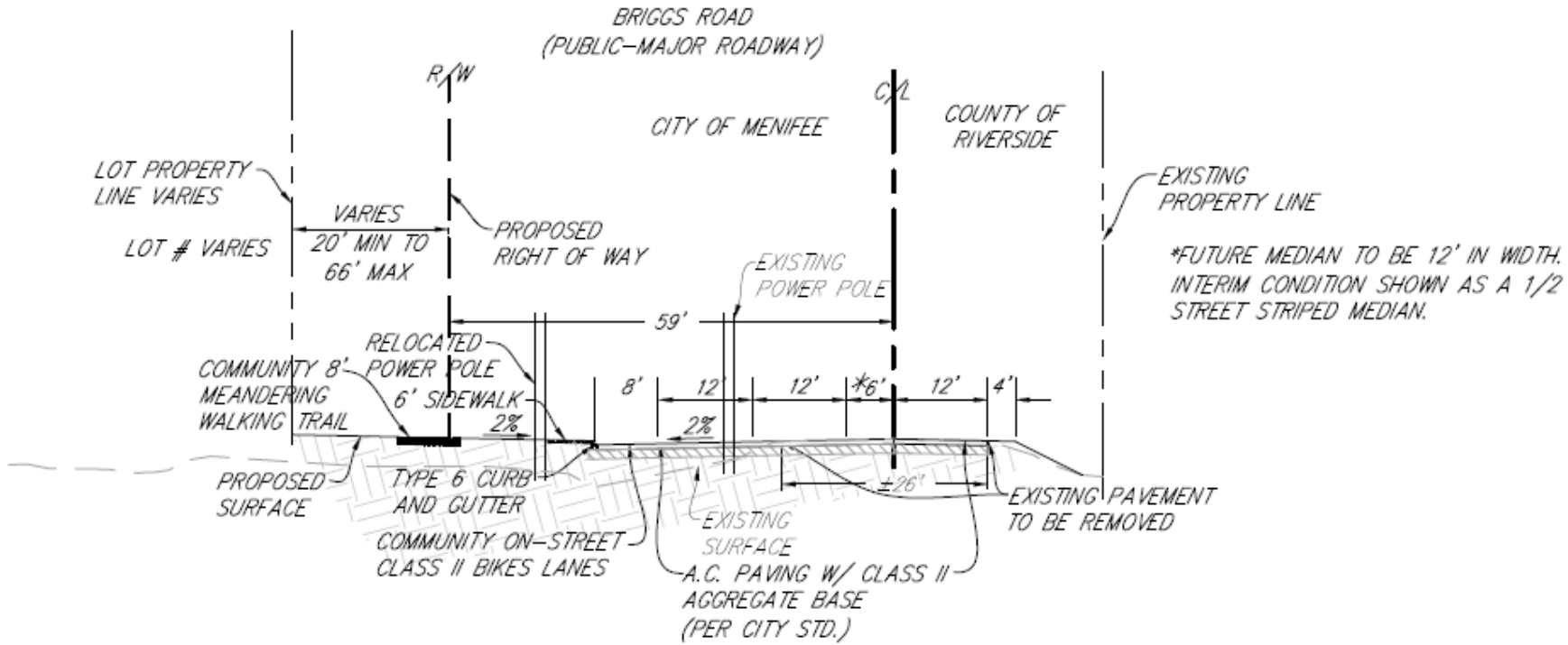
As shown on **Figure 4.15-2**, the Project site is located within one-half-mile of existing private parks (Wilderness Lakes RV Resort located immediately to the south, and Tierra Shores residential development located immediately to the north), and existing and proposed private parks within the Menifee East Specific Plan to the west. A public park is proposed south of the Wilderness Lakes RV Resort (Menifee Heights Park – located at the southwest corner of Holland and Briggs Road. This park is currently under construction at this time.

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 (as implemented under Municipal Code Section 9.55) (**Standard Condition SC-REC-1**, as outlined in Subsection 4.15.5). 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 also pay Development Impact Fees per Ordinance No. 17-232 (**Standard Condition SC-REC-2**, as outlined in Subsection 4.15.5). DIF's are used to pay for the following recreation resources: regional parks, and regional multipurpose trails.

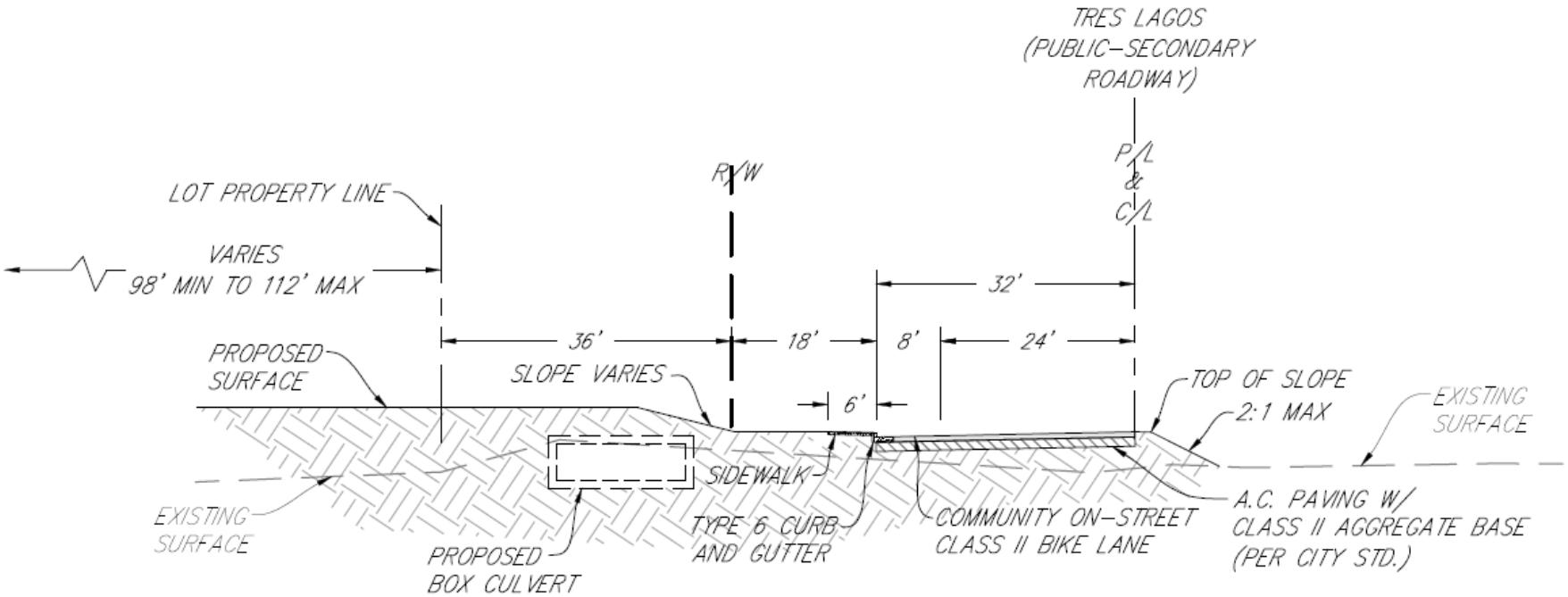
These are standard conditions and are not considered unique mitigation under CEQA. With the implementation of **Standard Conditions SC-REC-1** and **SC-REC-2**, any impacts will be less than significant.

Figure 4.15-5a
Briggs Road Cross Section



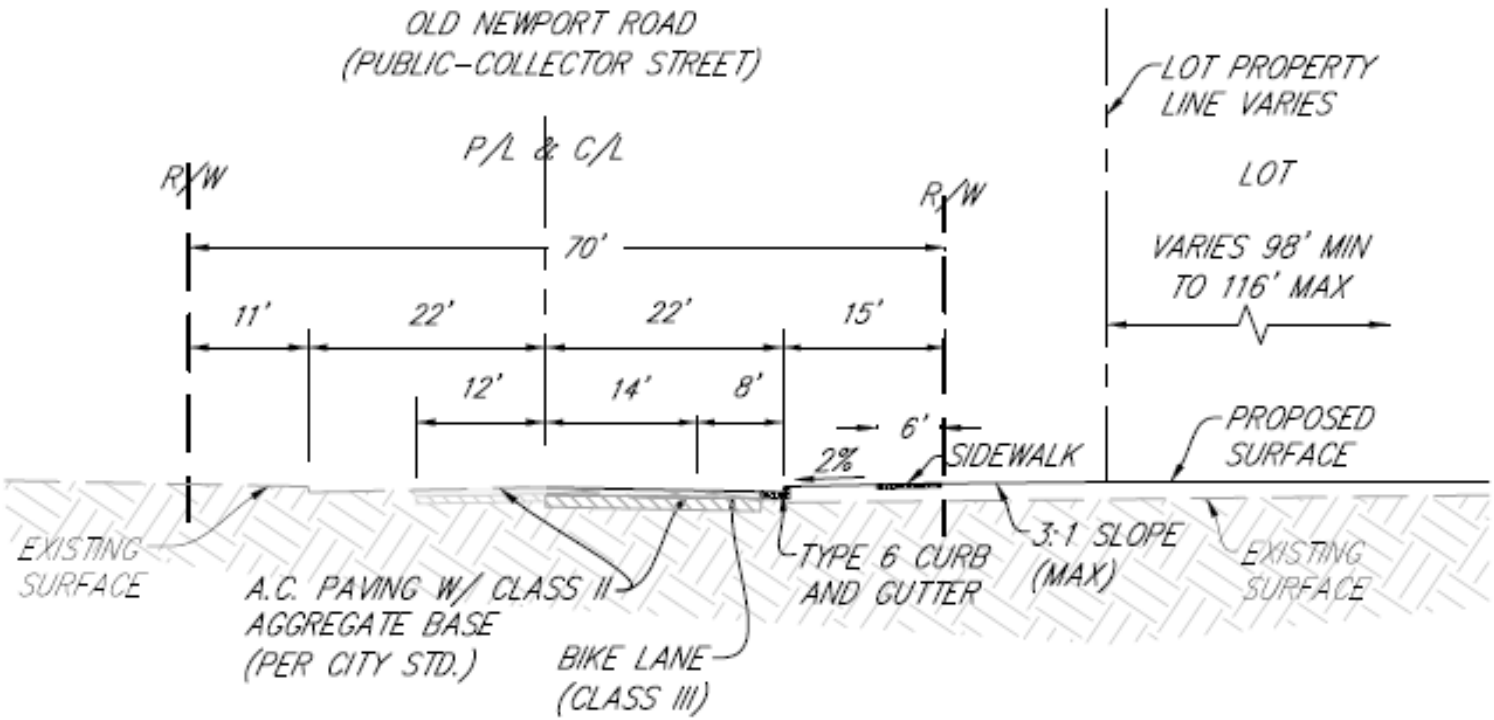
Source: Specific Plan (**Appendix O**)

Figure 4.15-5b
Tres Lagos Road Cross Sections



Source: Specific Plan (**Appendix O**)

Figure 4.15-5c
Old Newport Road Cross Sections



Source: Specific Plan (**Appendix O**)

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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

The Project proposes 20.1 acres of private recreational open space and trails. Landscaped open space consists of 8.9 acres for the development of paseos, passive landscape areas, and perimeter landscaping. The Project will also provide 11 combined acres for parks and recreational areas, tot lots, a pool, sidewalks/trails and lakes. The main purpose for the lake is retention/detention; however, passive recreational opportunities (walks, seating) will be provided. Sidewalks and trails are planned for access to all these features. More specifically, a 6'-wide meandering community trail and an 8'-wide Class II bike lane are shown adjacent to the Project on the west side of Briggs Road. The Project will install these improvements concurrently with Briggs Road improvements. A 4'-wide Class II bike lane are shown adjacent to the Project on the north side of Tres Lago Road. The Project will install these improvements concurrently with Tres Lago Road improvements. An 8'-wide Class III bike lane are shown adjacent to the Project on the south side of Old Newport Road. The Project will install these improvements concurrently with Old Newport Road improvements.

As discussed in Threshold a, above, based on the nature of the private recreational area and related facilities that will be incorporated into the Project, and the requirement to pay in-lieu fees in order to comply with the Quimby Act (as implemented under Municipal Code Section 9.55), 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 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).

4.15.5 Avoidance, Minimization, Standard Conditions, and Mitigation Measures

Avoidance

No avoidance measures are required.

Minimization

No minimization measures are required.

Standard Condition(s)

Standard Conditions SC-REC-1 and **SC-REC-2**, below, are required in order to ensure that the Project's potential impact recreational resources would remain less than significant. **Standard Conditions SC-REC-1** and **SC-REC-2** are not considered unique mitigation under CEQA.

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 (required prior to the issuance of a building permit) for park or recreational purposes shall be at the rate of five acres per 1,000 residents.**

SC-REC-2 **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 also be paid at the time application is made for a building permit.**

Mitigation Measure(s)

No specific mitigation measures are required for recreation.

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/traffic, 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).

4.15.6 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 Project proposes 20.1 acres of private recreational open space and trails. Landscaped open space consists of 8.9 acres for the development of paseos, passive landscape areas, and perimeter landscaping. The Project will also provide 11 combined acres for parks and recreational areas, tot lots, a pool, sidewalks/trails and lakes. The main purpose for the lake is retention/detention; however, passive recreational opportunities (walks, seating) will be provided. Sidewalks and trails are planned for access to all these features. 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 4.83 acres (which, due to its Agricultural Land Use Designation, was not anticipated in the City's General Plan). Even with the addition of these 4.83 acres, the demand would increase to 411.83 acres, which is still well within the designated acreage for parkland in the City at buildout.

The Project will be required to pay in-lieu fees in order to comply with the Quimby Act (as implemented under Municipal Code Section 9.55) 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 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.

4.15.7 Unavoidable Significant Adverse Impacts

The existing recreation resources and system in the vicinity of the 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, and payment of DIF. This will ensure that the Project will not cause significant unavoidable adverse impacts to the area recreation resources.

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4.16 TRANSPORTATION

4.16.1 Introduction

This Subchapter will evaluate the environmental impacts to the issue area of transportation from implementation of the Project. Section V.16., Transportation, of the Initial Study (IS, Subchapter 8.3, *Initial Study*) posed the following questions:

a. Would the Project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?
b. Would the Project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?
c. Would the Project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?
d. Would the Project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
e. Would the Project result in inadequate emergency access?
f. Would the Project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Based on the analysis in the IS it was determined that the questions pertaining to issue areas c., e., and f., 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 “no impact” to those issue areas, as a result of implementation of the Project.

Based on the analysis in the IS, the remaining three (3) issue areas, a., b., and d., related to transportation in the questions asked above **would** be further analyzed in the DEIR.

Subsequent to the Initial Study being circulated and prior to the DEIR being completed, the City of Menifee revised its Initial Study checklist. These revisions were made based on the changes adopted in November 2018, by the State of California, to the guidelines for implementing the California Environmental Quality Act (CEQA), Appendix G Environmental Checklist Form. Text in issue areas a. and b. were made and, because of the deletion of issue area c., d. was re-lettered as c. These revisions are outlined below and will be reflected in the DEIR.

a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

A standard condition requiring a Traffic Control Plan (TCP) has 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
- *Revised Traffic Impact Analysis Report - Rockport Ranch Project, Menifee, California,* dated January 18, 2018, prepared by Linscott, Law & Greenspan (*TIA,* **Appendix M**)
- Senate Bill 743 (SB 743) https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140SB743

<u>Comment Letters Received on the Notice of Preparation (NOP)</u>

Comment Letter #8: Southern California Association of Governments (dated 10/5/17) was received from the following regarding transportation resources in response to the Notice of Preparation. 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. The following comments pertaining to transportation were contained in *Comment Letter #8*:

- SCAG reviews EIRs for Projects of regional significance for consistency with regional plans pursuant to CEQA and the State 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 has requested that environmental documentation be sent to SCAG's office in Los Angeles.
- The City has the sole discretion in determining a local project's consistency with the RTP/SCS.
- SCAG encourages the use of a 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).

- A wide range of land use and transportation strategies are included in the 2016 RTP/SCS.
- The Final PEIR for the 2016 RTP/SCS includes a list of project-level performance standards-based mitigation measures that may be considered by the City, as applicable and feasible.

Response: 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. Please reference the discussion in Subchapter 4.8, Greenhouse Gas Emissions of this DEIR. The Project is consistent with the goals of AB32. A 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 contained in Subchapter 4.11, Land Use and Planning of this DEIR.

The following issue was raised by Jeff Gutman at the public scoping meeting, regarding transportation issues:

- Jeff Gutman indicated that he was concerned about large rigs on Briggs Road and not having a pull-off going into the RV park heading south.

Response: This comment pertains to the property to the south of the Project site. It is an existing condition that will not be exacerbated by the Project. As discussed in Threshold d, in Subsection 4.16.4, below, the Project will not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). The Project improvements will serve to improve and enhance traffic circulation in the area.

Therefore, the above issues identified in a., b., and c., and the issues identified in the IS/NOP and raised during the Scoping Meeting, (summarized above), are the focus of the following evaluation of transportation.

The following discussions are abstracted from the Project's Traffic Impact Analysis (*TIA*), which is provided in Volume 2 of the DEIR, the Technical Appendices.

4.16.1.1 Traffic Impact Analysis (*TIA*) Overview

The Project's Traffic Impact Analysis (*TIA*) addressed the potential traffic impacts and circulation needs associated with the Project; these needs were calculated based on a scope that was approved by the City of Menifee prior to preparing the *TIA*. The Project will consist of the construction of 305 single-family detached dwelling units on approximately 80 acres. 96 of the dwelling units are located within smaller cluster lots but still have their own lot lines while the remaining 209 dwelling units are conventional single-family lots. The Project is expected to be completed and fully occupied by the Year 2020.

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 LOS calculations. The *TIA* analyzes existing Year 2016, Year 2020 and Year 2040 weekday Daily, AM and PM peak hour traffic conditions with the Project. It should be noted that the Year 2020 traffic conditions include the proposed Holland Road Overcrossing.

The Project study area covers thirteen (13) key study intersections for the existing, Year 2020 and Year 2040 Intersection capacity analyses. These intersections were selected for evaluation based on discussions with City of Menifee Transportation Engineering staff.

The key study intersections listed below provide both local and regional access to the study area and define the extent of the boundaries for the *TIA*:

1. I-215 SB Ramps at Newport Road;
2. I-215 NB Ramps at Newport Road;
3. Antelope Road at Newport Road;
4. Menifee Road at Newport Road;
5. Laguna Vista Drive at Newport Road;
6. Menifee Road at Rockport Road;
7. Laguna Vista Drive at Rockport Road;
8. Menifee Road at Loire Valley Lane/Tres Lagos Drive;
9. Laguna Vista Drive at Tres Lagos Drive;
10. Menifee Road at Holland Road;
11. Briggs Road at Holland Road;
12. Briggs Road at Old Newport Road; and
13. Briggs Road at Tres Lagos Drive/Gold Crest Drive.

Reference **Figure 4.16-1, *Vicinity Map***, which graphically identifies the thirteen (13) key study intersections.

The Project study area covers fourteen (14) key study roadway segments for the Existing, Year 2020 and Year 2040 Intersection capacity analyses. The study roadway segments listed below are locations that could potentially be impacted by the Project. These roadway segments listed below were selected based on the arterial network within the study area and discussions with City of Menifee staff:

1. Newport Road, west of I-215 SB Ramps;
2. Newport Road, between I-215 NB Ramps and Antelope Road;
3. Newport Road, between Antelope Road and Menifee Road;
4. Newport Road, between Menifee Road and Laguna Vista Drive;
5. Menifee Road, between Newport Road and Rockport Road;
6. Rockport Road, between Menifee Road and Laguna Vista Drive;
7. Old Newport Road, east of Laguna Vista Drive;
8. Menifee Road, between Rockport Road and Loire Valley Lane/Tres Lagos Drive;
9. Tres Lagos Drive, east of Menifee Road;
10. Briggs Road, between Old Newport Road and Tres Lagos Drive/Gold Crest Drive;
11. Briggs Road, between Tres Lagos Drive/Gold Crest Drive and Holland Road;
12. Holland Road, between Antelope Road and Hanover Lane;

13. Holland Road, between Hanover Lane and Menifee Road; and
14. Holland Road, between Southshore Drive and Briggs Road.

Reference **Figure 4.16-1, *Vicinity Map***, which graphically identifies the fourteen (14) key study roadway segments.

The following scenarios are those for which Delay/Volume to Capacity (V/C) Ratio, and corresponding Level of Service (LOS) calculations have been performed at the key intersections and key roadway segments for existing, near-term, and long-term traffic conditions:

1. Existing (Year 2016) Traffic Conditions;
2. Existing With Project Traffic Conditions;
3. Existing With Ambient Growth (Year 2020) With Project Traffic Conditions;
4. Existing With Ambient Growth (Year 2020) With Project With Cumulative Traffic Conditions; and
5. Existing With Ambient Growth (Year 2040) With Project With Cumulative Traffic Conditions.

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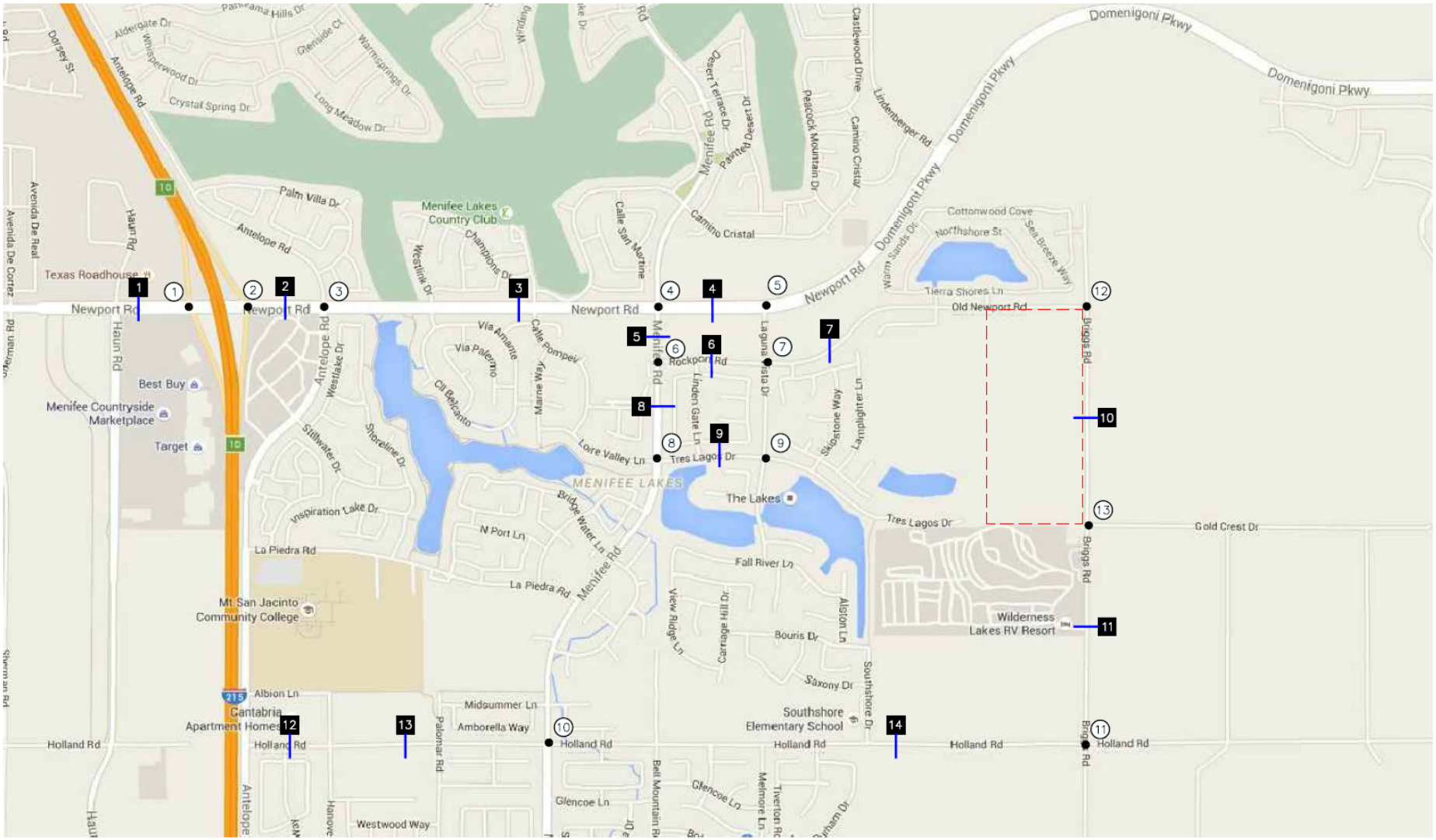
Figure 4.16-1
Vicinity Map



Source: TIA (**Appendix M**)

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4.16.1.2 Level of Service (LOS) Analysis Methodologies

This section documents the methodologies and assumptions used to perform the *TIA*. AM and PM peak hour operating conditions for the key study intersections were evaluated using the methodology outlined in Chapter 18 of the Highway Capacity Manual 2010 for signalized intersections, the methodology outlined in Chapter 19 of the HCM 2010 for two-way stop-controlled intersections, and the methodology outlined in Chapter 20 of the HCM 2010 for all-way stop-controlled intersections. Daily operating conditions for the key study roadway segments were analyzed using the Volume to Capacity (V/C) Ratio.

Highway Capacity Manual (HCM) Method of Analysis (Signalized Intersections)

Based on the HCM operations method of analysis, LOS for signalized intersections and approaches is defined in terms of control delay, which is a measure of the increase in travel time due to traffic signal control, driver discomfort, and fuel consumption. Control delay includes the delay associated with vehicles slowing in advance of an intersection, the time spent stopped on an intersection approach, the time spent as vehicles move up in the queue, and the time needed for vehicles to accelerate to their desired speed. LOS criteria for traffic signals are stated in terms of the control delay in seconds per vehicle. The LOS thresholds established for the automobile mode at a signalized intersection are shown in **Table 4.16-1, *Level of Service Criteria for Signalized Intersections (HCM Methodology)***.

Table 4.16-1
Level of Service Criteria for Signalized Intersections (HCM Methodology)

Control Delay (sec/veh)	Level of Service (LOS)	Level of Service Description
≤ 10	A	This level of service occurs when the v/c ratio is low and either progression is exceptionally favorable or the cycle length is very short.
> 10-20	B	This level generally occurs when the v/c ratio is low and either progression is highly favorable or the cycle length is short.
> 20-35	C	Average traffic delays. These higher delays may result when progression is favorable or the cycle length is moderate. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.
> 35-55	D	Long traffic delays. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high *v/c* ratios. Many vehicles stop and individual cycle failures are noticeable.
> 55-80	E	Very long traffic delays. This level is considered by many agencies (i.e. SANBAG) to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high *v/c* ratios. Individual cycle failures are frequent.
> 80	F	Severe congestion. This level, considered to be unacceptable to most drivers, often occurs with over saturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high *v/c* ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors to such delay levels.

Source: *TIA* (**Appendix M**)

Highway Capacity Manual (HCM) Method of Analysis (Unsignalized Intersections)

The HCM unsignalized methodology for stop-controlled intersections was utilized for the analysis of the unsignalized intersections. LOS criteria for unsignalized intersections differ from LOS criteria for signalized intersections as signalized intersections are designed for heavier traffic and therefore a greater delay. Unsignalized intersections are also associated with more uncertainty for users, as delays are less predictable, which can reduce users' delay tolerance.

- *Two-Way Stop-Controlled Intersections*

Two-way stop-controlled intersections are comprised of a major street, which is uncontrolled, and a minor street, which is controlled by stop signs. LOS for a two-way stop-controlled intersection is determined by the computed or measured control delay. The control delay by movement, by approach, and for the intersection as a whole is estimated by the computed capacity for each movement. LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns. The worst side street approach delay is reported. LOS is not defined for the intersection as a whole or for major-street approaches, as it is assumed that major-street through vehicles experience zero delay. The HCM control delay value range for two-way stop-controlled intersections are shown in **Table 4.16-2, *Level of Service Criteria for Unsignalized Intersections (HCM Methodology)***.

Table 4.16-2
Level of Service Criteria for Unsignalized Intersections (HCM Methodology)

Control Delay (sec/veh)	Level of Service (LOS)	Level of Service Description
0-10	A	Little or no delay
> 10-15	B	Short traffic delays
> 15-25	C	Average traffic delays
> 25-35	D	Long traffic delays
> 35-50	E	Very long traffic delays
> 50	F	Severe congestion

Source: *TIA* (**Appendix M**)

- *All-Way Stop-Controlled Intersections*

All-way stop-controlled intersections require every vehicle to stop at the intersection before proceeding. Because each driver must stop, the decision to proceed into the intersection is a function of traffic conditions on the other approaches. The time between subsequent vehicle departures depends on the degree of conflict that results between the vehicles and vehicles on the other approaches. This methodology determines the control delay for each lane on the approach, computes a weighted average for the whole approach, and computes a weighted

average for the intersection as a whole. Level of service (LOS) at the approach and intersection levels is based solely on control delay. The HCM control delay value range for all-way stop-controlled intersections are also shown in **Table 4.16-2**.

Volume to Capacity (V/C) Ratio Method of Analysis (Roadway Segments)

In conformance with the City of Menifee requirements, daily operating conditions for the key study roadway segments have been investigated according to the V/C Ratio of each roadway segment. The V/C relationship is used to estimate the LOS of the roadway segment with the volume based on the 24-hour traffic volumes and the capacity based on the City's classification of each roadway. The six qualitative categories of LOS have been defined along with the corresponding V/C value range and are shown in **Table 4.16-3, *Level of Service Criteria for Roadway Segments (V/C Methodology)***.

Table 4.16-3
Level of Service Criteria for Roadway Segments (V/C Methodology)

Level of Service (LOS)	Volume to Capacity Ratio (V/C)	Level of Service Description
A	**≤ 0.600**	**EXCELLENT**. Describes primarily free flow operations at average travel speeds, usually about 90% of the free flow speed for the arterial class. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at signalized intersections is minimal.
B	**0.601 – 0.700**	**VERY GOOD**. Represents reasonably unimpeded operations at average travel speeds, usually about 70% of the free flow speed for the arterial class. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tension.
C	**0.701 – 0.800**	**GOOD**. Represents stable conditions; however, ability to maneuver and change lanes in mid-block location may be more restricted than in LOS B, and longer queues and/or adverse signal coordination may contribute to lower average travel speeds of about 50% of the average free flow speed for the arterial class. Motorists will experience appreciable tension while driving.
D	**0.801 – 0.900**	**FAIR**. Borders on a range in which small increases in flow may cause substantial increases in approach delay and, hence, decreases in arterial speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these. Average travel speeds are about 40% of free flow speed.
E	**0.901 – 1.000**	**POOR**. Characterized by significant approach delays and average travel speeds of one-third the free flow speed or lower. Such operations are caused by some combination of adverse progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing.
F	**> 1.000**	**FAILURE**. Characterizes arterial flow at extremely low speeds below one-third to one-quarter of the free flow speed. Intersection congestion is likely at critical signalized locations, with resultant high approach delays. Adverse progression is frequently a contributor to this condition.

Note: **LOS F** applies whenever the flow rate exceeds the segment capacity.
Source: *TIA* (**Appendix M**)

The roadway segment daily capacity of each street classification according the *City of Menifee Traffic Impact Analysis Guideline (August 2015)*, is presented in **Table 4.16-4, *Daily Roadway Segment Capacities***.

Table 4.16-4
Daily Roadway Segment Capacities

Type of Arterial	Lane Configuration	LOS E Capacity (VPD)
Urban Arterial	8-Lanes	87,000
Urban Arterial	6-Lanes	56,300
Arterial	4-Lanes	37,000
Major	4-Lanes	34,100
Major	3-Lanes	25,575[1]
Secondary	4-Lanes	25,900
Collector	2-Lanes	13,000

Note: VPD = Vehicles per Day
[1] The capacity for a three-lane divided Major Arterial was derived by interpolating the capacity for a four-lane divided Major Arterial. The capacity for the four-lane Major Arterial was divided by 4 to determine the capacity on a per lane basis and then multiplied by 3 to derive the capacity for a three-lane divided Arterial ([34,100 / 4] * 3 = 25,575 VPD).
Source: *TIA* (**Appendix M**)

Basic Freeway Segments

The basic freeway segment criterion is based on peak hour HCM 2010 density analysis. The capacities are based on information contained in the HCM 2010. Existing traffic count data for the analyzed freeway segments was obtained from the Caltrans website. Basic freeway segment levels of service are determined from segment density. **Table 4.16-5, *Basic Freeway Segments Level of Service Criteria (HCM Methodology)***, presents the correlation between LOS and density in terms of passenger cars per mile per lane (pc/mi/ln) for freeway basic freeway segments.

Table 4.16-5
Basic Freeway Segments Level of Service Criteria (HCM Methodology)

LOS	Basic Freeway Segment Density (pc/mi/ln)
A	≤ 11.0
B	> 11.0 – 18.0
C	> 18.0 – 26.0
D	> 26.0 – 35.0
E	> 35.0 – 45.0
F	> 45.0

Source: *TIA* (**Appendix M**)

4.16.1.3 Minimum Level of Service (LOS)

The definition of an intersection deficiency has been obtained from each of the applicable surrounding jurisdictions.

City of Menifee

According to City of Menifee criteria, LOS D is the minimum acceptable condition that should be maintained during the morning and evening peak commute hours. Project related significant impacts are identified by comparing without Project conditions to with Project conditions based on the following criteria:

- If the LOS deteriorates from an acceptable LOS (LOS D or better) to an unacceptable LOS (LOS E or F); or
- If the intersection is already operating at an unacceptable LOS (LOS E or F) under without Project traffic conditions and the Project adds 50 or more peak hour trips to the intersection.

Caltrans

Caltrans requires the use of analysis methods provided in the Highway Capacity Manual (HCM) for the analysis of ramp intersections and basic freeway segments. Caltrans "endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on state highway facilities"; it does not require that LOS "D" (shall) be maintained. However, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. For the *TIA* purposes, LOS D is the target LOS standard and will be utilized to assess the Project impacts at the state-controlled study intersections.

4.16.1.4 Project Design Features

As previously shown in **Figure 3-3, *Specific Plan Land Use Plan***, and **Figure 3-14, *Tentative Tract Map (TR 37131)***, provided in Chapter 3 of this DEIR, access to the Project site will be provided via three (3) proposed driveways located along Old Newport Road, Briggs Road, and Tres Lagos Drive, respectively. Driveway 1 will be located along Old Newport Road, Driveway 2 will be located along Briggs Road, and Driveway 3 will be located along Tres Lagos Drive. It should be noted that Project Driveway 3 located along Tres Lagos Drive will provide full-egress but will only provide emergency ingress.

The Project will be required to make the following improvements to roadways that abut the Project:

<u>Tres Lagos Drive:</u> 50' wide right of way (ROW) (half width), 18' parkway, 6' sidewalk, 12' of landscaping, and 32' width of paving with an additional 2' of grading past the centerline (with an 8' wide Class II bike lane within this width).

<u>Briggs Road</u>: 59' wide ROW (half width), 21' parkway, 6' sidewalk, an 8' decomposed granite, meandering Community Trail, a variable width for landscape area, and 38' of paving with an additional 12' of repaving of the existing roadway and an additional 4' of graded width past the

centerline (with an 8' wide Class II bike lane within this width). Existing power poles will be relocated into the parkway behind the curb, gutter, and sidewalk.

Old Newport Road: 37' wide ROW (half width), 15' parkway, 6' sidewalk, 9' of landscaping., and 22' width of paving with an additional 12' of repaving of the existing roadway past the centerline (with an 8' wide Class II bike lane within this width).

All driveways will operate at an acceptable LOS (no less than LOS B) under the existing with Project, existing with ambient growth Year 2020 with Project, existing with ambient growth Year 2020 with cumulative with Project, and existing with ambient growth Year 2040 with cumulative with Project scenarios.

The overall layout does not create any unsafe vehicle-pedestrian conflict points and the driveway throating is sufficient such that internal vehicle queuing/stacking will not block the adjacent intersections. Curb return radii have been confirmed and are adequate for passenger cars, emergency vehicles, and trash/delivery trucks. Project traffic is not anticipated to cause significant queuing/stacking at the Project access locations. The on-site circulation is very good based on a review of the proposed site plan, whereas the alignment, spacing and throating of the Project driveways is adequate.

Vehicular, bicycle, and pedestrian circulation within the Project features two main arterials which will allow free movement through the Project area. Private Street "B" accesses the Project from Old Newport Road and flows south, connecting with all Project streets ("A" through "E"). At about the midpoint of the Project area it intersects Street "A." Streets "C," "D," and "E" take access from Streets "A" and "B." Reference **Figure 3-4, *Circulation Plan***, provided in Chapter 3 of this DEIR.

4.16.2 Environmental Setting

4.16.2.1 Existing Street Network

Interstate 215 (I-215) provides primary regional access to the Project. The I-215 Freeway runs in the north-south direction, west of the Project site. The principal local network of streets serving the Project site consists of Newport Road, Rockport Road/Old Newport Road, Laguna Vista Drive, Tres Lagos Drive, Briggs Road, Holland Road, and Menifee Road.

The following discussion provides a brief synopsis of these principal local streets serving the Project site.

- *Newport Road* is an east-west roadway located north of the Project site. On-street parking is not permitted on either side of the roadway. Newport Road is an eight-lane divided roadway west of Antelope Road and a six-lane divided roadway east of Antelope Road. Newport Road has a posted speed limit of 45 miles per hour (mph) west of Laguna Vista Drive, and a posted speed limit of 55 mph east of Laguna Vista Drive.
- *Rockport Road/Old Newport Road* is an east-west roadway that borders the Project site to the north. On-street parking is not permitted on either side of the roadway within the Project vicinity. Rockport Road/Old Newport Road is a two-lane divided roadway with a posted speed limit of 40 mph.
- *Laguna Vista Drive* is a north-south roadway located west of the Project site. On-street

parking is not permitted on either side of the roadway. Laguna Vista Drive is a two-lane, divided roadway with a posted speed limit of 35 mph.

- *Tres Lagos Drive* is an east-west roadway located south of the Project site. On-street parking is not permitted on either side of the roadway. Tres Lagos Drive is a four-lane, divided roadway west of Laguna Vista Drive and a two-lane, divided roadway east of Laguna Vista Drive. It should be noted that Tres Lagos Drive will connect to Briggs Road at the intersection of Gold Crest Drive with the construction of the Project.
- *Briggs Road* is a north-south roadway that borders the Project site to the east. On-street parking is not permitted on either side of the roadway within the Project vicinity. Briggs Road is two-lane, undivided roadway. It should be noted that Briggs Road separates the City of Menifee and the County of Riverside.
- *Holland Road* is an east-west roadway located south of the Project site. On-street parking is not permitted on either side of the roadway. West of Southshore Drive, Holland Road is a four-lane, divided roadway with a posted speed limit of 50 mph. East of Southshore Drive, Holland Road is a two-lane, undivided roadway.
- *Menifee Road* is a north-south roadway located west of the Project site. On-street parking is not permitted on either side of the roadway within the Project vicinity. South of Tres Lagos Drive and north of Newport Road, Menifee Road is a four-lane, divided roadway and between Tres Lagos Drive and Newport Road, Menifee Road is a five-lane, divided roadway. The posted speed limit on Menifee Road is 45 mph.

Figure 4.16-2, *Existing Roadway Conditions and Intersection Controls*, presents an inventory of the existing roadway conditions within the study area evaluated in the *TIA*. The number of travel lanes and intersection controls for the key area study intersections and roadway segments are identified. It should be noted that for the purposes of the *TIA*, an undivided roadway is a roadway where the opposing travel lanes are separated by a raised or striped median or a two-way-left-turn-lane.

Existing Traffic Volumes

Existing AM and PM peak hour traffic volumes for the thirteen (13) existing key study intersections and daily two-way traffic volumes for the fourteen (14) key roadway segments evaluated in the *TIA*, were collected in February 2016 and March 2017.

More specifically, the scoping agreement for the *TIA* was first approved by the City on March 2, 2016. Traffic counts were conducted accordingly for the approved locations in February 2016 and the initial *TIA* was completed and submitted on April 26, 2016. Comments were provided by City staff on February 1, 2017 asking to include the following two additional intersections and one roadway segment in the revised *TIA*:

- Briggs Road at Old Newport Road (intersection #12).
- Briggs Road at Tres Lagos Drive/Gold Crest Drive (intersection #13)
- Holland Road, between Antelope Road and Hanover Lane (segment #12)

These extra locations were counted in March 2017 and the *TIA* was updated accordingly (initially submitted on July 16, 2017 and then revised further and resubmitted on January 18, 2018).

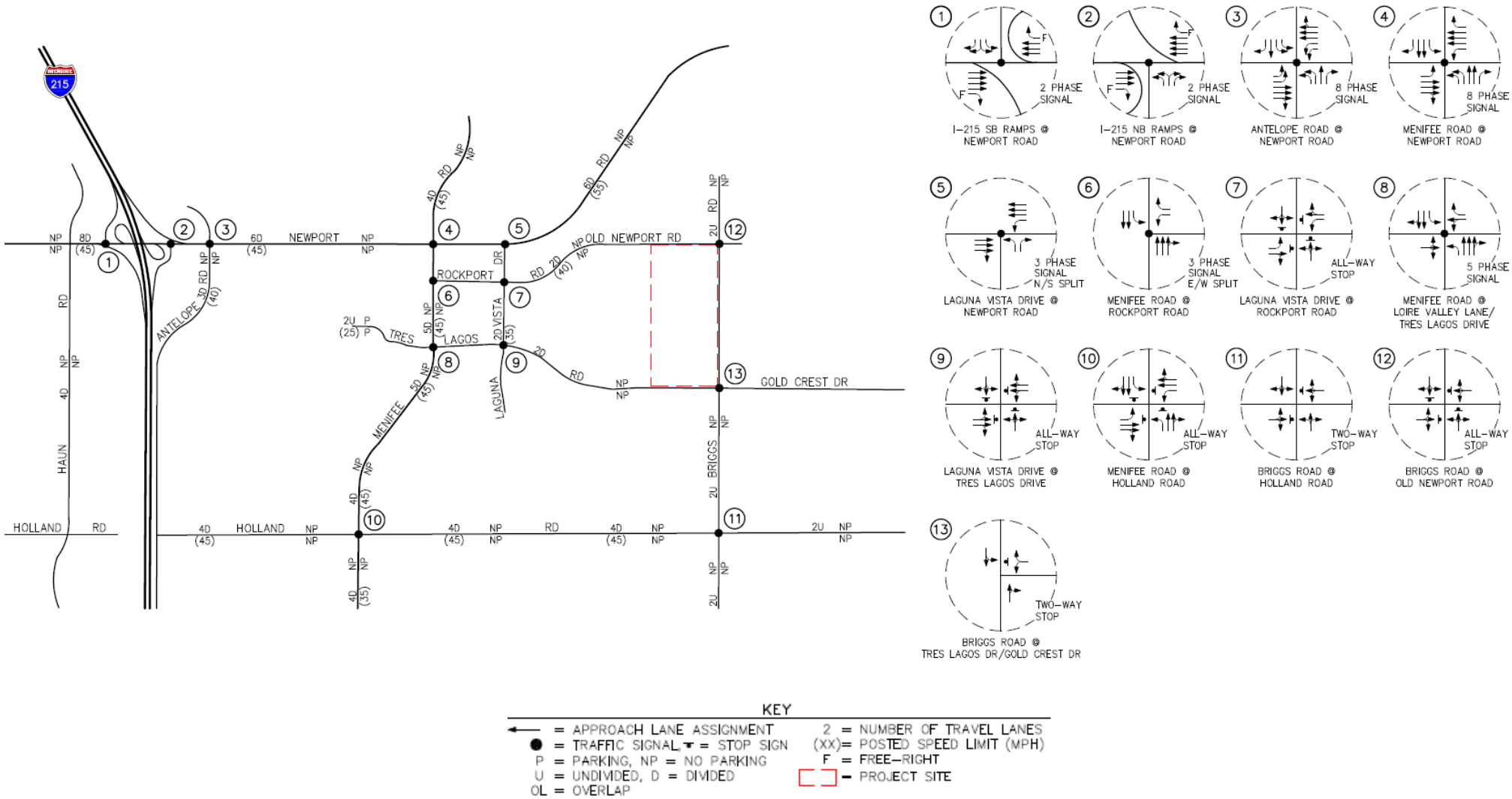
Figure 4.16-3, *Existing AM Peak Hour Traffic Volumes*, and **Figure 4.16-4, *Existing PM***

Peak Hour and Daily Traffic Volumes, present the existing AM and PM peak hour traffic volumes, respectively, for the thirteen (13) existing key study intersections. In addition, **Figure 4.16-4** also presents the existing daily traffic volumes for the key study roadway segments.

Existing Conditions Intersection Capacity Analysis

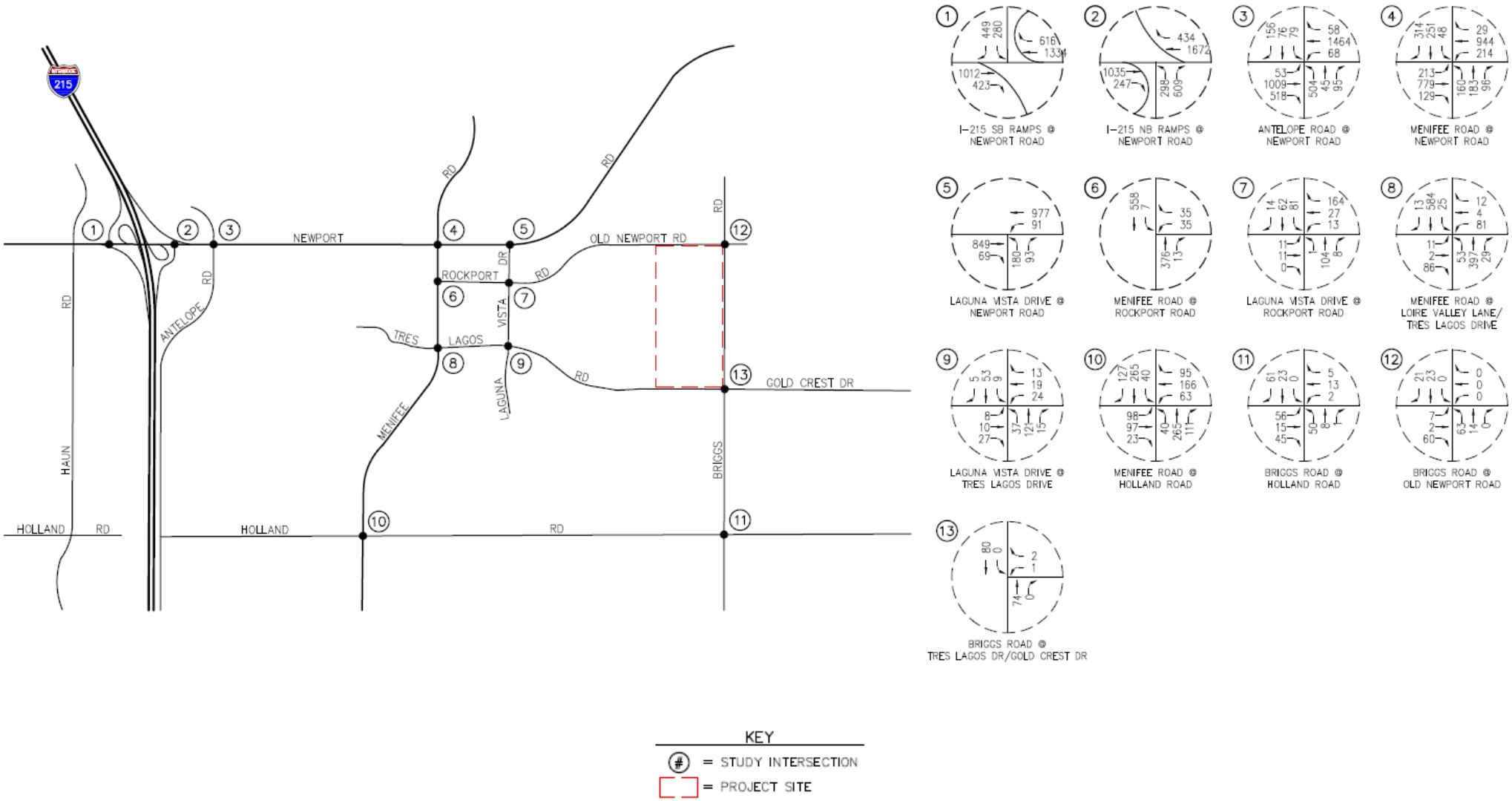
Table 4.16-6, *Existing Conditions Peak Hours Intersection Capacity Analysis Summary*, below, summarizes the existing peak hour service level calculations for the key study intersections based on existing traffic volumes and current street geometry. Review of **Table 4.16-6** indicates that based on the HCM method of analysis and the City of Menifee LOS criteria brought forward to this report, all thirteen (13) key existing study intersections currently operate at acceptable levels of service (LOS C or better) during the AM and PM peak hours.

Figure 4.16-2
Existing Roadway Conditions and Intersection Controls



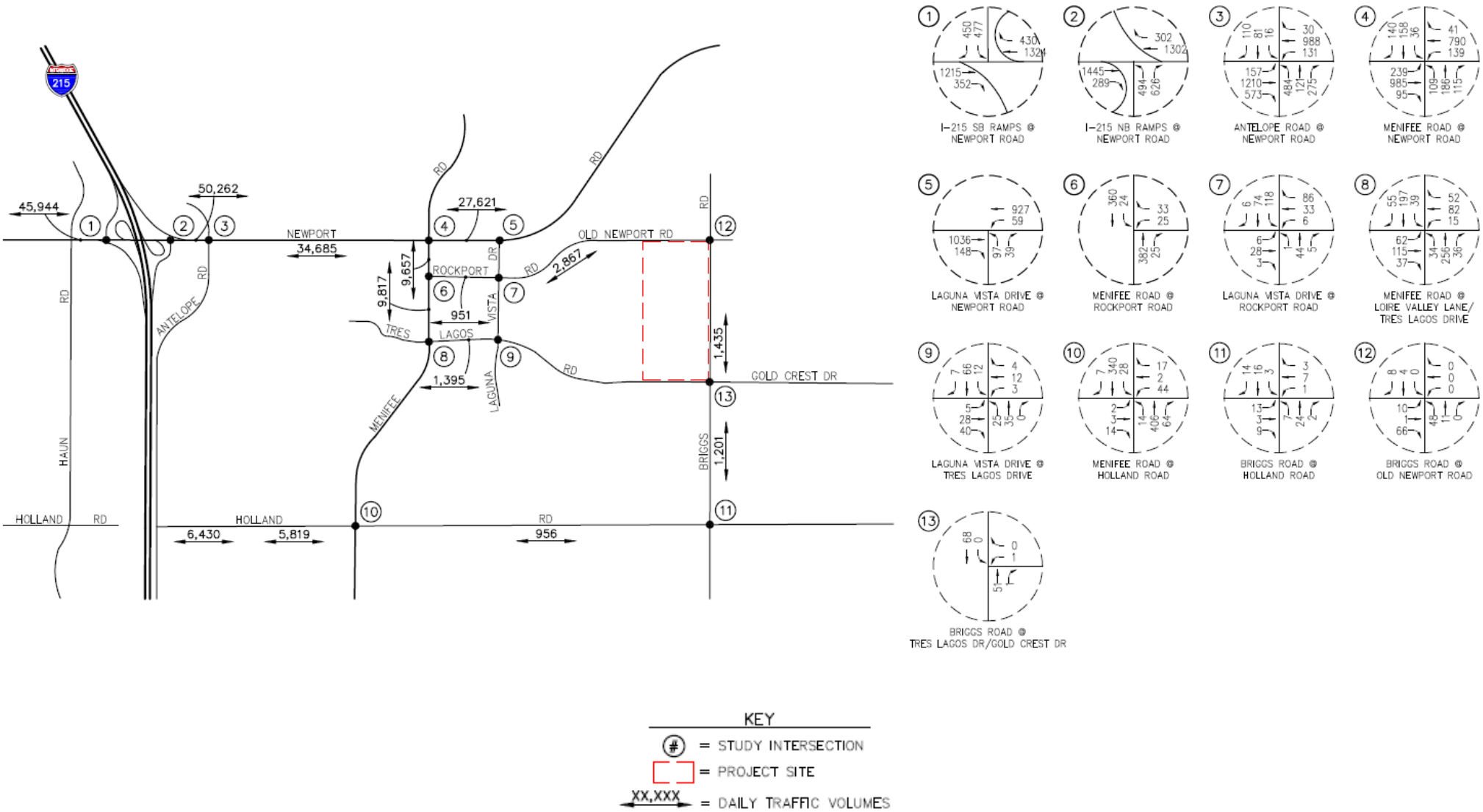
Source: TIA (**Appendix M**)

Figure 4.16-3
Existing AM Peak Hour Traffic Volumes



Source: TIA (**Appendix M**)

Figure 4.16-4
Existing PM Peak Hour and Daily Traffic Volumes



Source: TIA (**Appendix M**)

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Table 4.16-6
Existing Conditions Peak Hours Intersection Capacity Analysis Summary

Key Intersection		Minimum Acceptable LOS	Time Period	Control Type	(1) Existing Traffic Conditions	
					Delay (s/v)	LOS
1.	I-215 Southbound Ramps at Newport Road	D	AM	2Ø Traffic	16.8	B
			PM	Signal	18.6	B
2.	I-215 Northbound Ramps at Newport Road	D	AM	2Ø Traffic	18.2	B
			PM	Signal	21.3	C
3.	Antelope Road at Newport Road	D	AM	8Ø Traffic	26.6	C
			PM	Signal	26.3	C
4.	Menifee Road at Newport Road	D	AM	8Ø Traffic	33.0	C
			PM	Signal	23.3	C
5.	Laguna Vista Drive at Rockport Road	D	AM	3Ø Traffic	9.7	A
			PM	Signal	8.5	A
6.	Menifee Road at Rockport Road	D	AM	3Ø Traffic	6.2	A
			PM	Signal	6.4	A
7.	Laguna Vista Drive at Rockport Road	D	AM	All-Way	9.0	A
			PM	Stop	9.0	A
8.	Menifee Road at Loire Valley Lane/Tres Lagos Drive	D	AM	5Ø Traffic	13.9	B
			PM	Signal	11.2	B
9.	Laguna Vista Drive at Tres Lagos Drive	D	AM	All-Way	8.7	A
			PM	Stop	7.6	A
10.	Menifee Road at Holland Road	D	AM	All-Way	12.7	B
			PM	Stop	11.1	B
11.	Briggs Road at Holland Road	D	AM	Two-Way	11.7	B
			PM	Stop	9.3	A
12.	Briggs Road at Old Newport Road	D	AM	All-Way	7.6	A
			PM	Stop	7.3	A
13.	Briggs Road at Tres Lagos Drive/Gold Crest Drive	D	AM	Two-Way	9.0	A
			PM	Stop	9.3	A

Notes: s/v = seconds per vehicle (delay); LOS = Level of Service, please refer to *Tables 4.16-1 and 4.16-2* for the LOS definitions; **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards mentioned in the *TIA*; *Appendix C of the TIA* contains the Delay/LOS calculation worksheets for all study intersections.
Source: *TIA* (**Appendix M**)

Existing Conditions Roadway Segment Analysis

Table 4.16-7, *Existing Conditions Daily Roadway Segment Capacity Analysis Summary*, summarizes the daily LOS results at the fourteen (14) key study roadway segments during a "typical" weekday for the existing traffic conditions. The first column (1) lists the existing number of travel lanes and the second column (2) presents the LOS E daily roadway segment capacities from the *City of Menifee Traffic Impact Guidelines (August 2015)*. The third column (3) indicates the Existing daily traffic volumes, V/C ratio and LOS. Review of column (3) of **Table 4.16-7** indicates that all fourteen (14) key study roadway segments currently operate at an acceptable LOS (LOS B or better).

Table 4.16-7
Existing Conditions Daily Roadway Segment Capacity Analysis Summary

Key Roadway Segment	Roadway Classification	(1) Existing Lanes	(2) LOS E Capacity[1] (VPD)	(3) Existing Traffic Conditions		
				Daily Volume	V/C Ratio	LOS
1. Newport Road *between* Haun Road and I-215 SB Ramps	Urban Arterial	8D	87,000	45,944	0.528	A
2. Newport Road *between* I-215 NB Ramps and Antelope Road	Urban Arterial	8D	87,000	50,262	0.578	A
3. Newport Road *between* Antelope Road and Menifee Road	Urban Arterial	6D	56,300	34,685	0.616	B
4. Newport Road *between* Menifee Road and Laguna Vista Drive	Urban Arterial	6D	56,300	27,621	0.491	A
5. Menifee Road *between* Newport Road and Rockport Road	Arterial	4D	37,000	9,657	0.261	A
6. Rockport Road *between* Menifee Road and Laguna Vista Drive	Collector	2D	13,000	951	0.073	A
7. Old Newport Rd *east of* Laguna Vista Drive	Collector	2D	13,000	2,867	0.221	A

8.	Menifee Road *between* Rockport Road and Tres Lagos Drive	Arterial	4D	37,000	9,817	0.265	A
9.	Tres Lagos Drive *east of* Menifee Road	Secondary	4D	25,900	1,395	0.054	A
10.	Briggs Road *between* Old Newport Road and Tres Lagos Drive	Collector	2U	13,000	1,435	0.110	A
11.	Briggs Road *between* Tres Lagos Drive and Holland Road	Collector	2U	13,000	1,201	0.092	A
12.	Holland Road *between* Antelope Road and Hanover Lane	Major	4D	34,100	6,430	0.189	A
13.	Holland Road *between* Hanover Lane and Menifee Road	Major	4D	34,100	5,819	0.171	A
14.	Holland Road *between* Southshore Drive and Briggs Road	Collector	2U	13,000	956	0.074	A

[1] *City of Menifee Traffic Impact Analysis Guideline (August 2015).*
Notes: VPD = Vehicles Per Day; V/C = Volume to Capacity Ratio; D = Divided, U = Undivided; LOS = Level of Service, please refer to **Table 4.16-3** for the LOS definitions; **Bold "V/C"/LOS values** indicate adverse service levels based on the LOS standards mentioned in the *TIA*.
Source: *TIA* (**Appendix M**)

Existing Caltrans Facilities

Ramp Intersection Conditions

Table 4.16-6, *Existing Conditions Peak Hours Intersection Capacity Analysis Summary*, summarizes the existing peak hour service level calculations for the following two (2) key ramp study intersections:

1. I-215 Southbound Ramps at Newport Road; and
2. I-215 Northbound Ramps at Newport Road.

Review of **Table 4.16-6**, indicates that the two (2) aforementioned key ramp study intersections currently operate at acceptable levels of service (LOS C or better) during the AM and PM peak hours.

Freeway Segment Conditions

Table 4.16-8, *Existing Peak Hour Freeway Mainline Capacity Analysis Summary*, summarizes the peak hour LOS results at the following four (4) key freeway segments for

existing traffic conditions.

1. I-215 Northbound from Scott Road to Newport Road;
2. I-215 Northbound from Newport Road to McCall Boulevard;
3. I-215 Southbound from McCall Boulevard to Newport Road; and
4. I-215 Southbound from Newport Road to Scott Road.

Table 4.16-8
Existing Peak Hour Freeway Mainline Capacity Analysis Summary

Key Basic Freeway Segment		Time Period	Lanes	Project Trips	(1) Existing Traffic Conditions		
					Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS
1.	I-15 Northbound *south of* Newport Road	AM	3	18	950	14.6	B
		PM		60	1,227	18.9	C
2.	I-15 Northbound *north of* Newport Road	AM	3	54	870	13.4	B
		PM		35	1,039	16.0	B
3.	I-15 Southbound *north of* Newport Road	AM	3	18	1,085	16.7	B
		PM		60	1,086	16.7	B
4.	I-15 Southbound *south of* Newport Road	AM	3	54	1,195	18.4	C
		PM		35	1,034	15.9	B

Notes: pc/mi/ln = Passenger cars per mile per lane (density); LOS = Level of Service, please refer to **Table 4.16-5** for the LOS definitions; **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria.
Source: *TIA* (**Appendix M**)

Review of **Table 4.16-8**, indicates that the four (4) key freeway segments currently operate at acceptable levels of service (LOS C or better) during the AM and/or PM peak hours.

4.16.2.1 Regulatory Framework

State and local laws, regulations, plans or guidelines that are potentially applicable to this analysis are summarized in this section.

4.16.2.1.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.

4.16.2.1.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 16 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.

4.16.2.1.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 5.16-3 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.

4.16.2.1.d City

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 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. 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-1.3:** Work with Caltrans, RCTC, and others to identify, fund, and implement needed improvements to roadways identified in the citywide roadway network.

  - **Policy C-1.4:** Promote development of local street patterns that unify neighborhoods and work with neighboring jurisdictions to provide compatible roadway linkages at the city limits.
  - **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.

4.16.3 Thresholds of Significance

As discussed in Subsection 4.16.1, above, the Project impacts to three (3) criteria pertaining to transportation will be analyzed in this DEIR. According to the revised Appendix G of the CEQA Guidelines, and 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)?
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The questions posed in the 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 City's IS. The potential transportation changes in the environment are addressed in response to the above thresholds in the following analysis.

4.16.4 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?

4.16.4.1 Traffic Forecasting Methodology

In order to estimate the traffic impact characteristics of the Project, a multi-step process has been utilized.

The first step is trip generation, which estimates the total arriving and departing traffic on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations and/or rates to the Project development tabulation.

The second step of the forecasting process is traffic distribution, which identifies the origins and destinations of inbound and outbound Project traffic. These origins and destinations are typically based on demographics and existing/expected future travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of Project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds.

Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway segments and intersection turning movements throughout the study area.

With the forecasting process complete and Project traffic assignments developed, the impact of the Project is isolated by comparing operational (LOS) conditions at selected key intersections using expected future traffic volumes with and without forecast Project traffic. If necessary, the need for site-specific and/or cumulative local area traffic improvements can then be evaluated.

These are discussed in greater detail, below.

4.16.4.2 Project Trip Generation

Trip generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation rates used in the traffic forecasting procedure are found in the Ninth Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE).

Table 4.16-9, *Project Trip Generation Rates and Forecast*, summarizes the trip generation rates used in forecasting the vehicular trips generated by the Project and the lower part presents the forecast daily and peak hour Project traffic volumes for a "typical" weekday. The

trip generation potential for the Project was forecast using ITE Land Use Code 210: Single-Family Detached Housing rates.

As shown in **Table 4.16-9**, the Project is expected to generate 2,904 daily trips (one half arriving, one half departing), with 229 trips (57 inbound, 172 outbound) produced in the AM peak hour and 305 trips (192 inbound, 113 outbound) produced in the PM peak hour on a "typical" weekday.

Table 4.16-9
Project Trip Generation Rates and Forecast

ITE Land Use Code / Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Generation Rates:							
▪ 210: Single-Family Detached Housing (TE/DU)	9.52	25%	75%	0.75	63%	37%	1.00
Generation Forecasts:							
▪ 210: Single-Family Detached Housing (305 DU)	2,904	57	172	229	192	113	305

Notes: TE/DU = Trip end per dwelling unit
Source: *TIA* (**Appendix M**)

4.16.4.3 Project Trip Distribution and Assignment

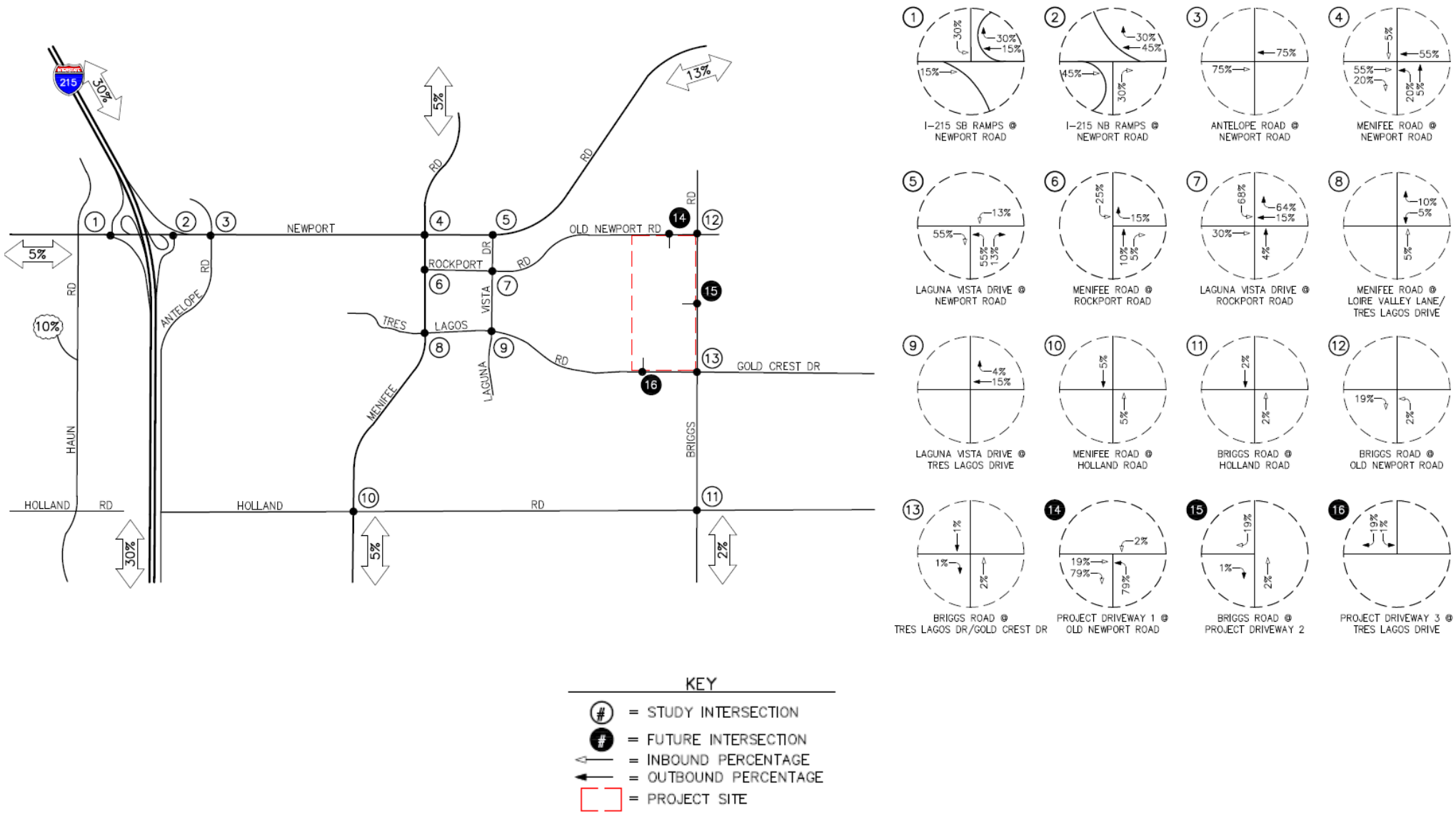
The directional trip distribution patterns for the Project, without the Holland Road overcrossing, and with the Holland Road overcrossing (which is anticipated to be completed prior to Year 2020) conditions, are presented in **Figure 4.16-5, *Project Trip Distribution Pattern (without Holland Road Overcrossing)*** and **Figure 4.16-6, *Project Trip Distribution Pattern (with Holland Road Overcrossing)***, respectively. Project traffic volumes, both entering and exiting the site, have been distributed and assigned to the adjacent street system based on the following considerations:

- The Project site's proximity to major traffic carriers (i.e. I-215 Freeway etc.);
- Expected localized traffic flow patterns based on adjacent street channelization and presence of traffic signals;
- Ingress/egress availability at the Project site, and
- Input from City of Menifee staff.

The anticipated AM and PM peak hour Project traffic volumes, without the Holland Road overcrossing, at the key study intersections are presented in **Figure 4.16-7, *Project Only AM Peak Hour Traffic Volumes (without Holland Road Overcrossing)*** and **Figure 4.16-8, *Project Only PM Peak Hour Traffic Volumes (without Holland Road Overcrossing)***, respectively.

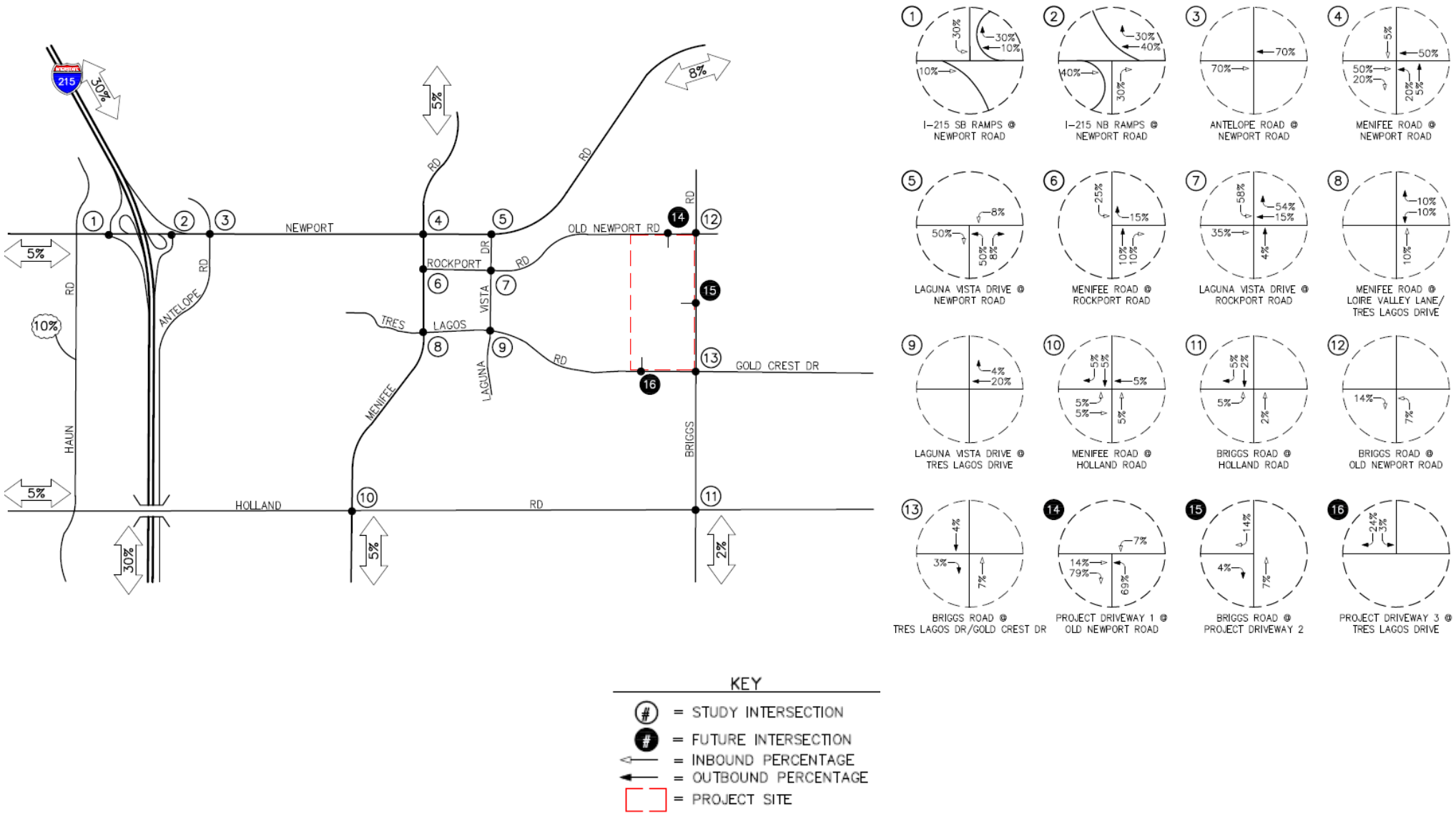
In addition, **Figure 4.16-8** also presents the daily traffic volumes for the key study roadway segments. The traffic volume assignment presented in the above-mentioned figures reflect the Project trip distribution characteristics shown in **Figure 4.16-5** and the Project trip generation forecast presented in the **Table 4.16-9**.

Figure 4.16-5
Project Trip Distribution Pattern (without Holland Road Overcrossing)



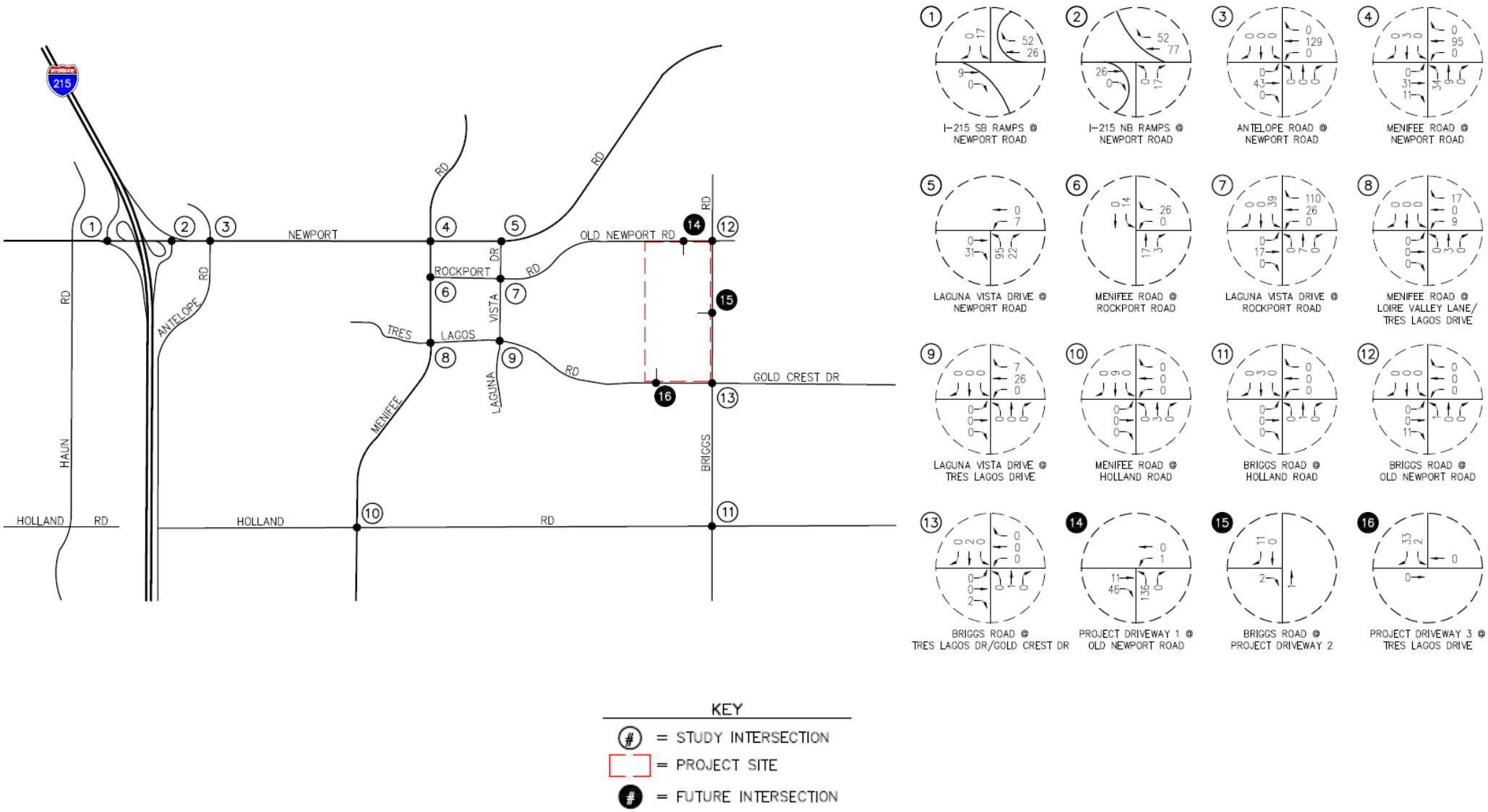
Source: TIA (**Appendix M**)

Figure 4.16-6
Project Trip Distribution Pattern (with Holland Road Overcrossing)



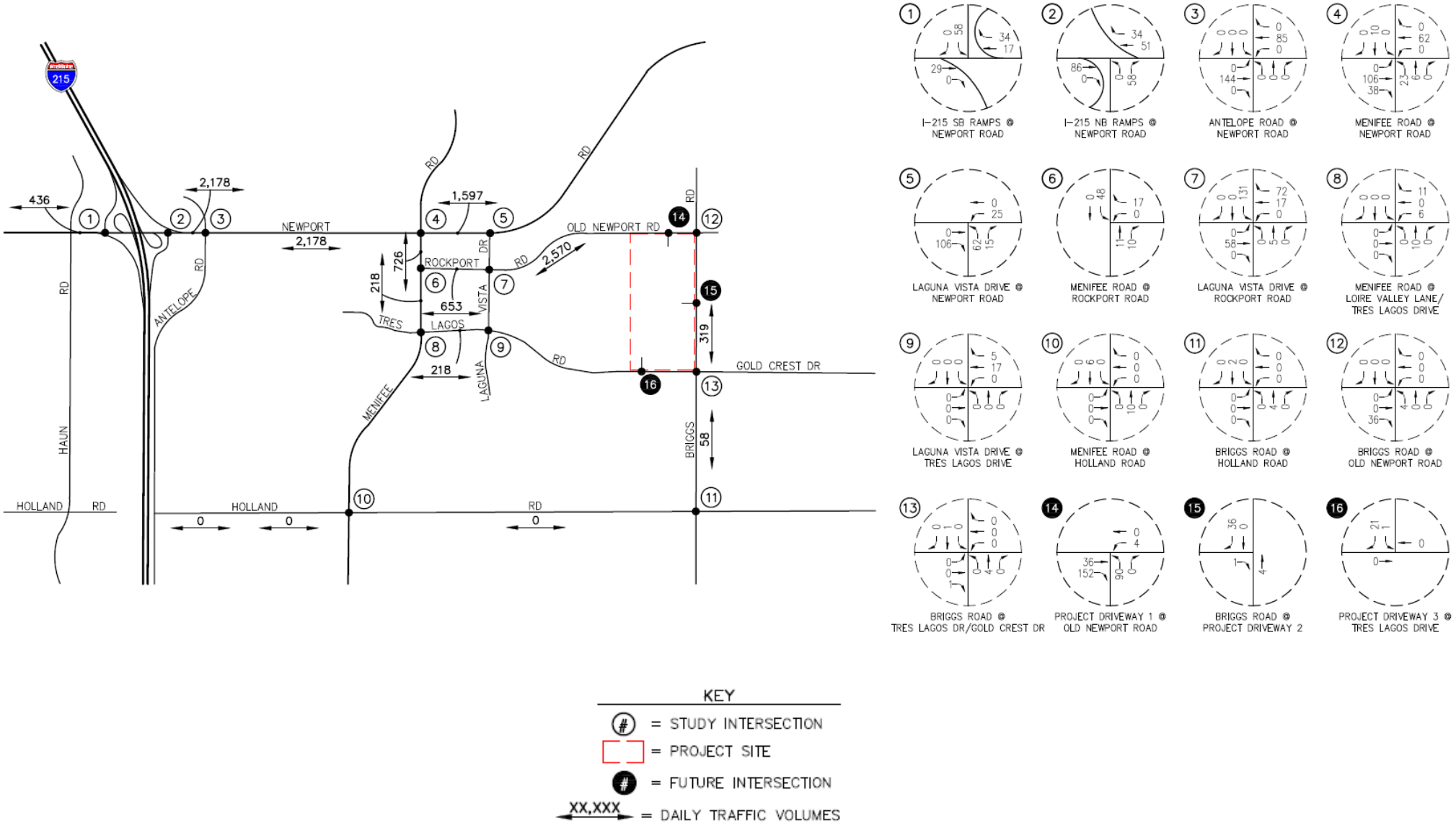
Source: TIA (**Appendix M**)

Figure 4.16-7
Project Only AM Peak Hour Traffic Volumes (without Holland Road Overcrossing)



Source: TIA (**Appendix M**)

Figure 4.16-8
Project Only PM Peak Hour Traffic Volumes (without Holland Road Overcrossing)



Source: TIA (**Appendix M**)

The directional trip distribution patterns for the Project (without the Holland Road overcrossing) were used for the following existing with Project traffic conditions scenario.

The anticipated AM and PM peak hour Project traffic volumes, with the Holland Road overcrossing, at the key study intersections are presented in **Figure 4.16-9, *Project Only AM Peak Hour Traffic Volumes (with Holland Road Overcrossing)***, and **Figure 4.16-10, *Project Only PM Peak Hour Traffic Volumes (with Holland Road Overcrossing)***, respectively.

In addition, **Figure 4.16-10** also presents the daily traffic volumes for the key study roadway segments. The traffic volume assignment presented in the above-mentioned figures reflect the Project trip distribution characteristics shown in **Figure 4.16-6** and the Project trip generation forecast presented in the **Table 4.16-9**, above. The Holland Road overcrossing directional trip distribution patterns for the Project were used for the following scenarios:

- Existing With Ambient Growth (Year 2020) With Project Traffic Conditions;
- Existing With Ambient Growth (Year 2020) With Project With Cumulative Traffic Conditions; and
- Existing With Ambient Growth (Year 2040) With Project With Cumulative Traffic Conditions, which represents the Buildout condition.

4.16.4.4 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 County-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 4.16.5 below) and is not considered unique mitigation under CEQA. Any impacts are considered less than significant.

4.16.4.5 Future Traffic Analysis - Existing With Project

Less Than Significant Impact

Traffic Volumes

The estimates of Project generated traffic volumes were added to the Existing traffic conditions to develop traffic projections for the Existing With Project traffic conditions. **Figure 4.16-11, *Existing with Project AM Peak Hour Traffic Volumes*** and **Figure 4.16-12, *Existing with Project PM Peak Hour Traffic Volumes*** present the anticipated AM and PM peak hour existing

with Project traffic volumes, respectively, at the key study intersections. In addition, **Figure 4.16-12** also presents the daily traffic volumes for the key study roadway segments. It should be noted that the existing with Project traffic condition is based without the Holland Road overcrossing being included as part of the roadway network.

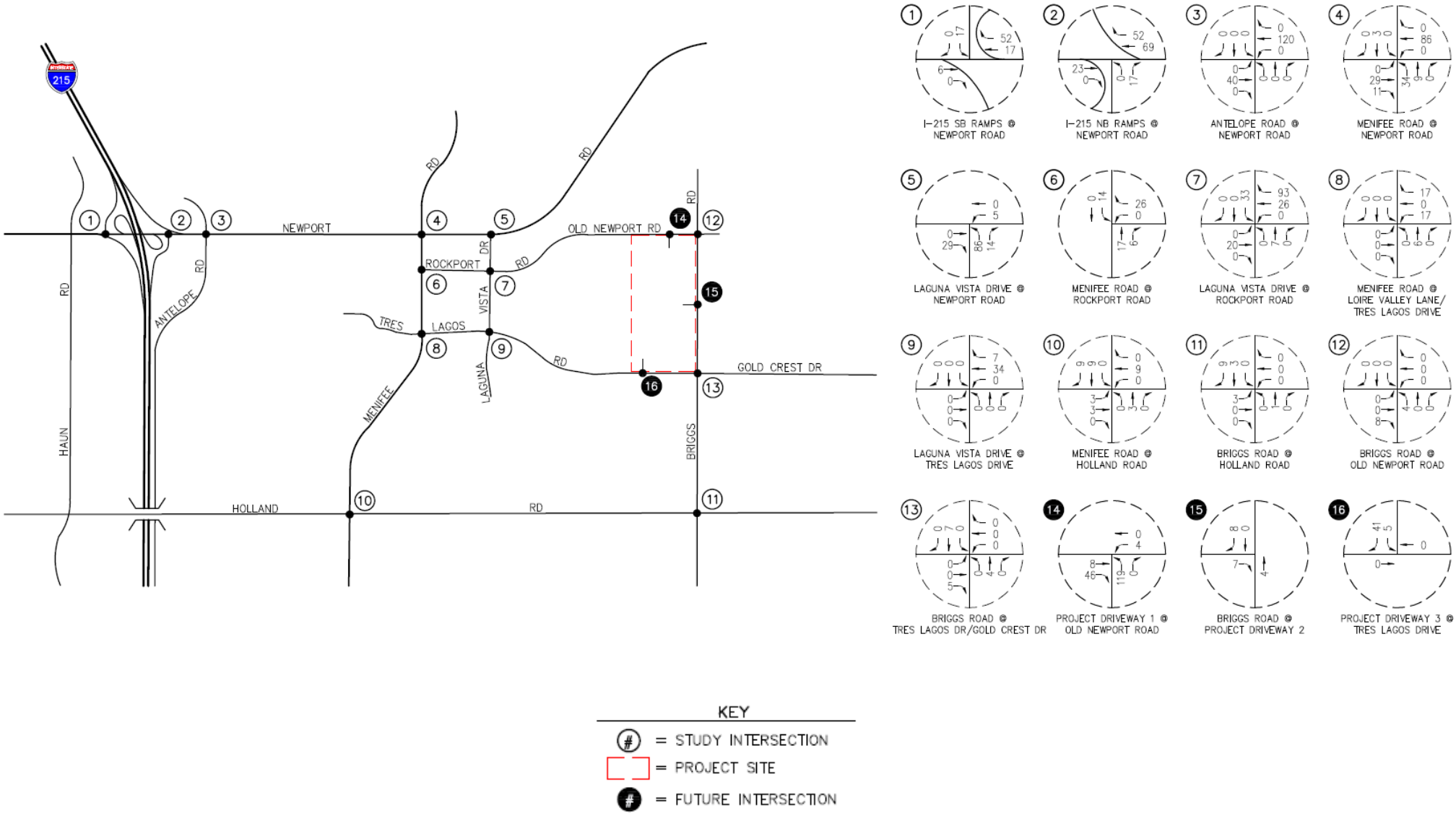
Traffic Impact Analysis

The existing conditions analysis establishes the basis for the future forecasts for the Project. This analysis was based on existing intersection and roadway segment counts. The existing conditions analysis reflects these counts as well as existing lane configurations for all analyzed intersections and roadway segments.

- *Intersection Capacity Analysis*

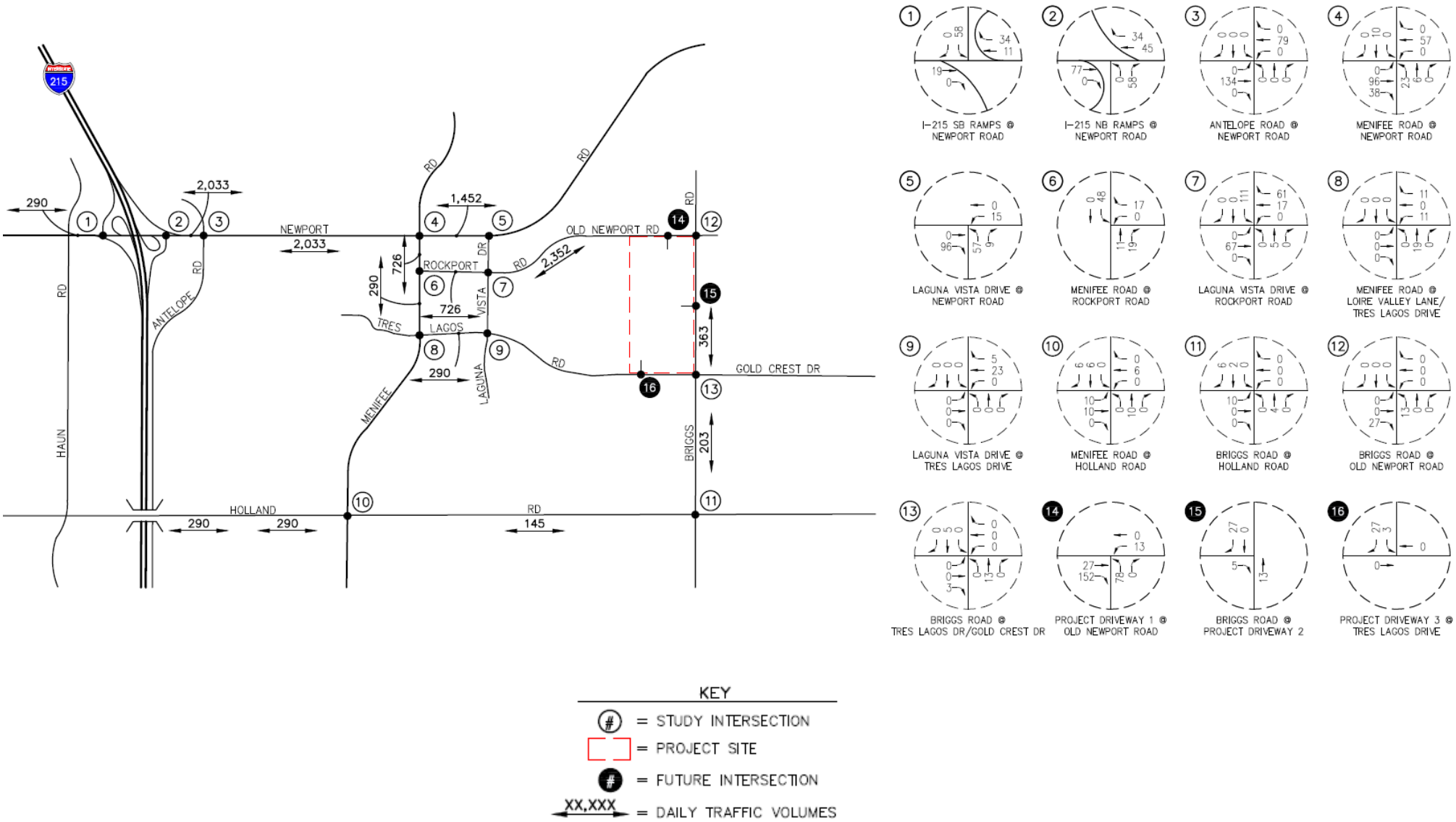
A review of column (2) of **Table 4.16-10, *Existing With Project Conditions Peak Hour Intersection Capacity Analysis Summary***, below, shows that all thirteen (13) key study intersections are forecast to operate at acceptable levels of service with the addition of Project traffic during the AM and PM peak hours for the existing with Project traffic conditions. LOS D or better is the minimum acceptable LOS.

Figure 4.16-9
Project Only AM Peak Hour Traffic Volumes (with Holland Road Overcrossing)



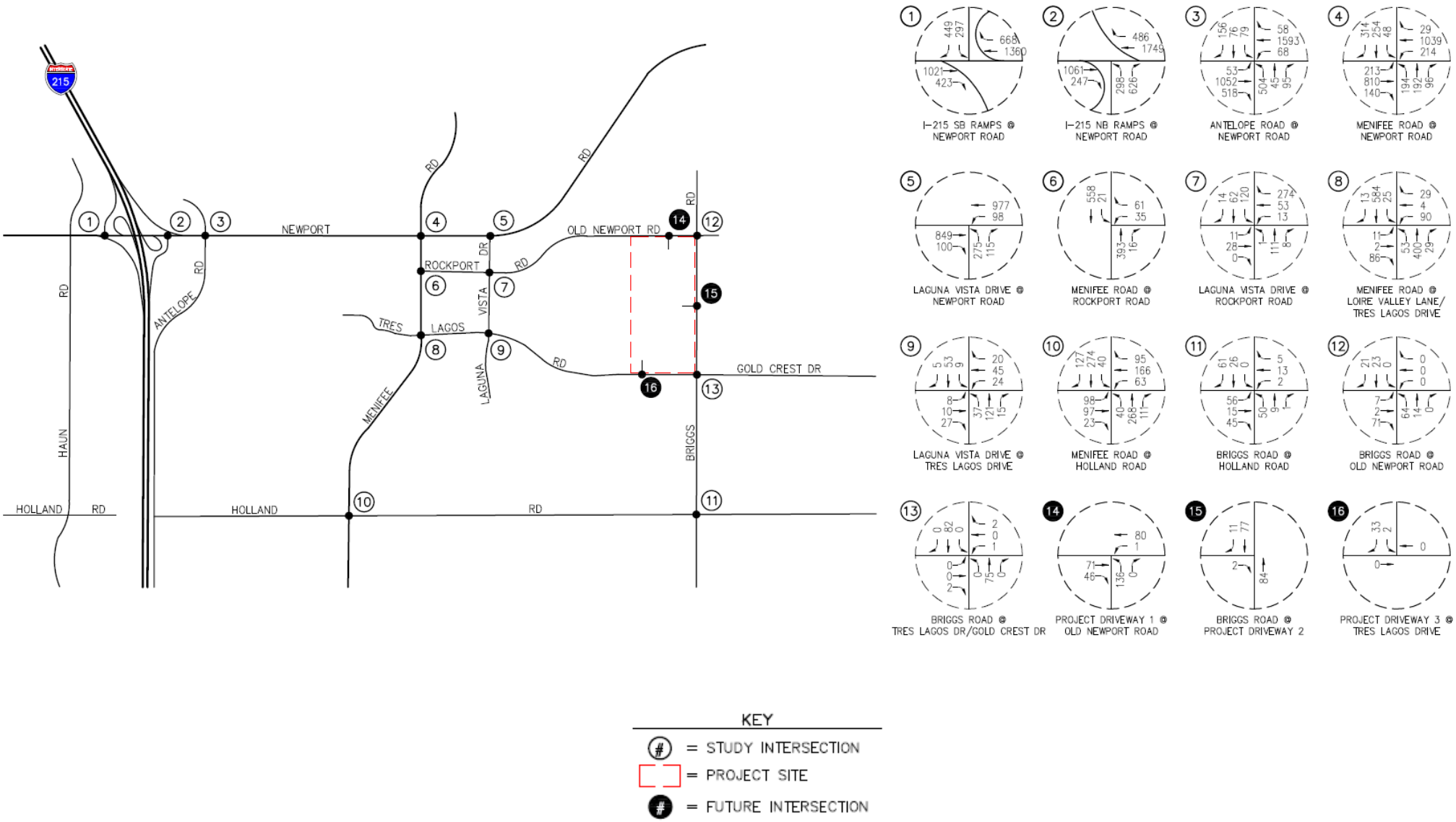
Source: TIA (**Appendix M**)

Figure 4.16-10
Project Only PM Peak Hour Traffic Volumes (with Holland Road Overcrossing)



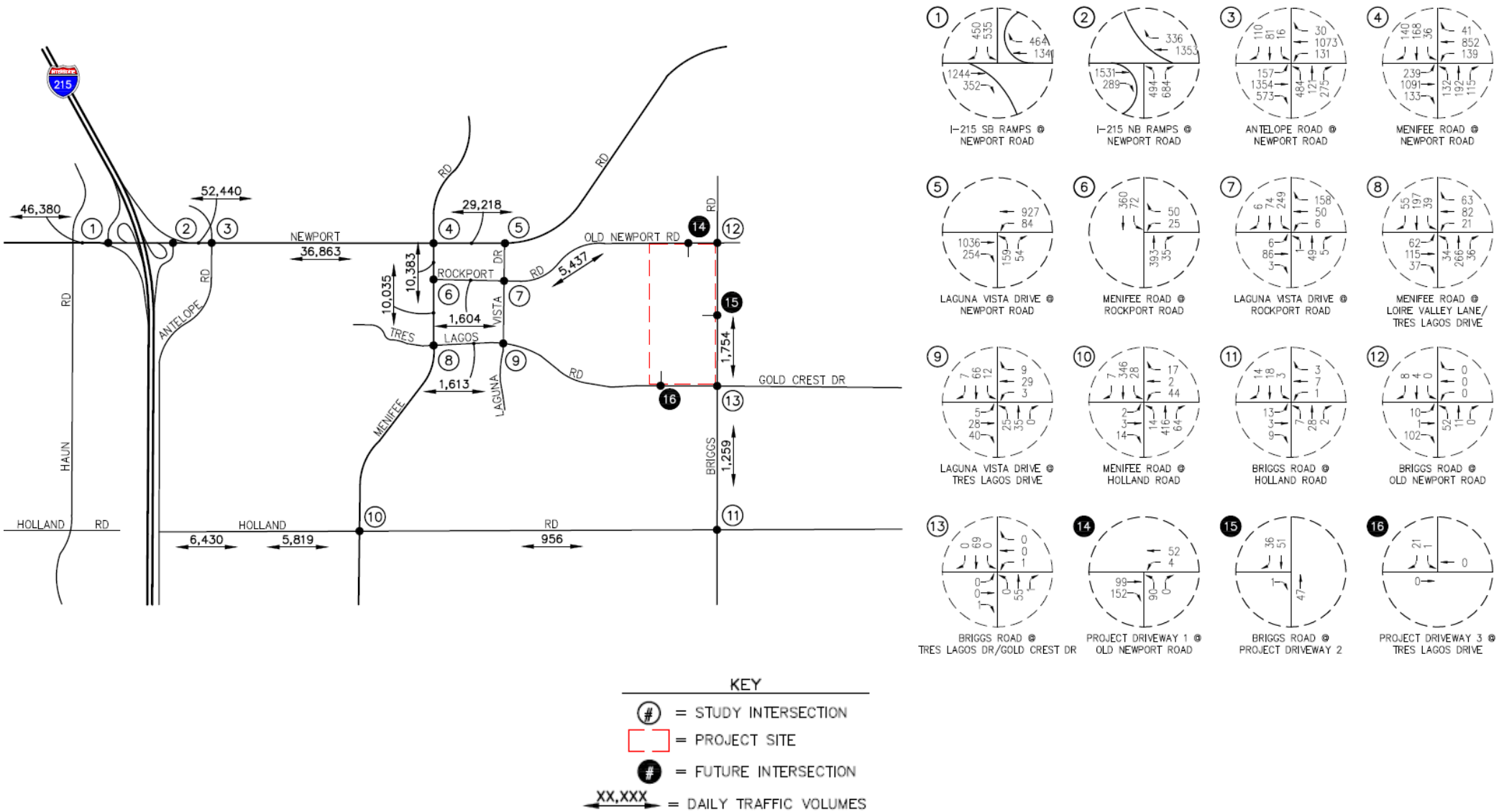
Source: TIA (**Appendix M**)

Figure 4.16-11
Existing with Project AM Peak Hour Traffic Volumes



Source: TIA (**Appendix M**)

Figure 4.16-12
Existing with Project PM Peak Hour Traffic Volumes



Source: TIA (**Appendix M**)

Table 4.16-10
Existing With Project Conditions Peak Hour Intersection Capacity Analysis Summary

Key Intersection	Minimum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Existing With Project Traffic Conditions		(3) Significant Impact	(4) Existing With Project With Improvements	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Yes/No	Delay (s/v)	LOS
1. I-215 Southbound Ramps at Newport Road	D	AM	16.8	B	17.0	B	No	--	--
		PM	18.6	B	19.2	B	No	--	--
2. I-215 Northbound Ramps at Newport Road	D	AM	18.2	B	18.2	B	No	--	--
		PM	21.3	C	22.5	C	No	--	--
3. Antelope Road at Newport Road	D	AM	26.6	C	27.5	C	No	--	--
		PM	26.3	C	28.8	C	No	--	--
4. Menifee Road at Newport Road	D	AM	33.0	C	35.2	D	No	--	--
		PM	23.3	C	24.1	C	No	--	--
5. Laguna Vista Drive at Rockport Road	D	AM	9.7	A	11.4	B	No	--	--
		PM	8.5	A	9.7	A	No	--	--
6. Menifee Road at Rockport Road	D	AM	6.2	A	6.9	A	No	--	--
		PM	6.4	A	7.4	A	No	--	--
7. Laguna Vista Drive at Rockport Road	D	AM	9.0	A	11.2	B	No	--	--
		PM	9.0	A	12.8	B	No	--	--
8. Menifee Road at Loire Valley Lane/Tres Lagos Drive	D	AM	13.9	B	22.9	C	No	--	--
		PM	11.2	B	11.2	B	No	-	-

9.	Laguna Vista Drive at	D	AM	8.7	A	8.9	A	No	--	--
	Tres Lagos Drive		PM	7.6	A	7.7	A	No	--	-
10.	Menifee Road at	D	AM	12.7	B	12.8	B	No	--	--
	Holland Road		PM	11.1	B	11.2	B	No	--	-
11.	Briggs Road at	D	AM	11.7	B	11.7	B	No	--	--
	Holland Road		PM	9.3	A	9.3	A	No	--	-
12.	Briggs Road at	D	AM	7.6	A	7.6	A	No	--	--
	Old Newport Road		PM	7.3	A	7.5	A	No	--	-
13.	Briggs Road at	D	AM	9.0	A	9.1	A	No	--	--
	Tres Lagos Drive/Gold Crest Drive		PM	9.3	A	9.5	A	No	--	-

Notes: s/v = seconds per vehicle (delay); LOS = Level of Service, please refer to **Tables 4.16-1 and 4.16-2** for the LOS definitions; **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report; *Appendices C and D of the TIA* contains the Delay/LOS calculation worksheets for all study intersections.
Source: *TIA* (**Appendix M**)

The Project is not forecast to have a significant impact at any of the thirteen (13) key intersections under the existing with Project conditions scenario. Impacts are incremental and are considered less than significant. No traffic mitigation measures are required or recommended for the intersections.

- *Roadway Segment Analysis*

Review of column (4) of **Table 4.16-11, *Existing With Project Conditions Daily Roadway Segment Capacity Analysis Summary***, indicates that all fourteen (14) key study roadway segments are forecast to operate at acceptable levels of service. LOS D or better is the minimum acceptable LOS.

Table 4.16-11
Existing With Project Conditions Daily Roadway Segment Capacity Analysis Summary

Key Roadway Segment	Roadway Classification	(1) Existing Lanes	(2) LOS E Capacity (VPD)	(3) Existing Traffic Conditions			(4) Existing With Project Traffic Conditions			(5) Existing With Project With Improvements		
				Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS
1. Newport Road *between* Haun Road and I-215 SB Ramps	Urban Arterial	8D	87,000	45,944	0.528	A	46,380	0.533	A	--	--	--
2. Newport Road *between* I-215 NB Ramps and Antelope Road	Urban Arterial	8D	87,000	50,262	0.578	A	52,440	0.603	B	--	--	--
3. Newport Road *between* Antelope Road and Menifee Road	Urban Arterial	6D	56,300	34,685	0.616	B	36,863	0.655	B	--	--	--
4. Newport Road *between* Menifee Road and Laguna Vista Drive	Urban Arterial	6D	56,300	27,621	0.491	A	29,218	0.519	A	--	--	--
5. Menifee Road *between* Newport Road and Rockport Road	Arterial	4D	37,000	9,657	0.261	A	10,383	0.281	A	--	--	--
6. Rockport Road *between* Menifee Road and Laguna Vista Drive	Collector	2D	13,000	951	0.073	A	1,604	0.123	A	--	--	--
7. Old Newport Rd *east of* Laguna Vista Drive	Collector	2D	13,000	2,867	0.221	A	5,437	0.418	A	--	--	--

8.	Menifee Road *between* Rockport Road and Tres Lagos Drive	Arterial	4D	37,000	9,817	0.265	A	10,035	0.271	A	--	--	--
9.	Tres Lagos Drive *east of* Menifee Road	Secondary	4D	25,900	1,395	0.054	A	1,613	0.062	A	--	--	--
10.	Briggs Road *between* Old Newport Road and Tres Lagos Drive	Collector	2U	13,000	1,435	0.110	A	1,754	0.069[1]	A	--	--	--
11.	Briggs Road *between* Tres Lagos Drive and Holland Road	Collector	2U	13,000	1,201	0.092	A	1,259	0.097	A	--	--	--
12.	Holland Road *between* Antelope Road and Hanover Lane	Major	4D	34,100	6,430	0.189	A	6,430	0.189	A	--	--	--
13.	Holland Road *between* Hanover Lane and Menifee Road	Major	4D	34,100	5,819	0.171	A	5,819	0.171	A	--	--	--
14.	Holland Road *between* Southshore Drive and Briggs Road	Collector	2U	13,000	956	0.074	A	956	0.074	A	--	--	--

[1] The V/C ratio is based on the capacity for a three-lane divided major arterial (25,575 VPD). The Project will widen the southbound side of Briggs road along the Project frontage to two lanes.

Notes: VPD = Vehicles Per Day; V/C = Volume to Capacity Ratio; D = Divided, U = Undivided; LOS = Level of Service, please refer to **Table 4.16-3** for the LOS definitions; **Bold "V/C"/LOS values** indicate adverse service levels based on the LOS standards mentioned in the *TIA*.

Source: *TIA* (**Appendix M**)

The Project is not forecast to have a significant impact at any of the fourteen (14) key roadway segments under the existing with Project conditions scenario. LOS for existing with Project traffic conditions is anticipated to be LOS A. Impacts are incremental and are considered less than significant. No traffic mitigation measures are required or recommended for the roadway segments.

The Project will be required to pay DIF and TUMF contributions to several of the affected Study Area roadways and intersections discussed above. DIF and TUMF are considered standard conditions (**Standard Condition SC-TR-2** and **Standard Condition SC-TR-3**, outlined in Subsection 4.16.5) and are not considered unique mitigation under CEQA.

4.16.4.6 Future Traffic Analysis - Existing With Ambient Growth Year 2020 With Project

Less Than Significant Impact

Traffic Volumes

Traffic growth estimates have been calculated using an ambient growth factor. The ambient growth factor is intended to include unknown and future cumulative in the study area, as well as account for regular growth in traffic volumes due to the development of projects outside the Project Study Area.

For the Project horizon Year 2020, the application of the two percent (2%) annual growth rate to baseline Year 2016 traffic volumes results in an eight percent (8%) growth in existing baseline volumes at the key study intersections and roadway segments. The City's Traffic Engineer provided this ambient growth rate.

The estimates of Project generated traffic volumes were added to the existing with ambient growth Year 2020 traffic conditions to develop traffic projections for the existing with ambient growth with Project traffic conditions. **Figure 4.16-13, *Year 2020 Existing With Ambient Growth With Project AM Peak Hour Traffic Volumes*** and **Figure 4.16-14, *Year 2020 Existing With Ambient Growth With Project PM Peak Hour Traffic Volumes*** present the anticipated AM and PM peak hour existing with ambient growth with Project traffic volumes, respectively, at the key study intersections. In addition, **Figure 4.16-14** also presents the daily traffic volumes for the key study roadway segments. It should be noted that the existing with ambient growth Year 2020 with Project traffic condition assumes the Holland Road overcrossing being included as part of the roadway network.

Traffic Impact Analysis

The relative impacts of the added Project traffic volumes generated by Project during the AM and PM peak hours, was evaluated based on analysis of future ambient growth operating conditions at the key study intersections and roadway segments with the Project. The previously discussed capacity analysis procedures were utilized to investigate the future Delay/V/C relationships and service level characteristics at each study intersection and roadway segment. The significance of the potential impacts of the Project at each key intersection and roadway segment was then evaluated using the traffic impact criteria mentioned in the *TIA*.

- *Intersection Capacity Analysis*

Review of **Table 4.16-12, *Existing With Ambient Growth Year 2020 With Project Conditions Peak Hour Intersection Capacity Analysis Summary***, indicates that for the existing with ambient growth Year 2020 with Project traffic conditions, all thirteen (13) key intersections are forecast to operate at acceptable LOS during the AM and PM peak hours. LOS D or better is the minimum acceptable LOS.

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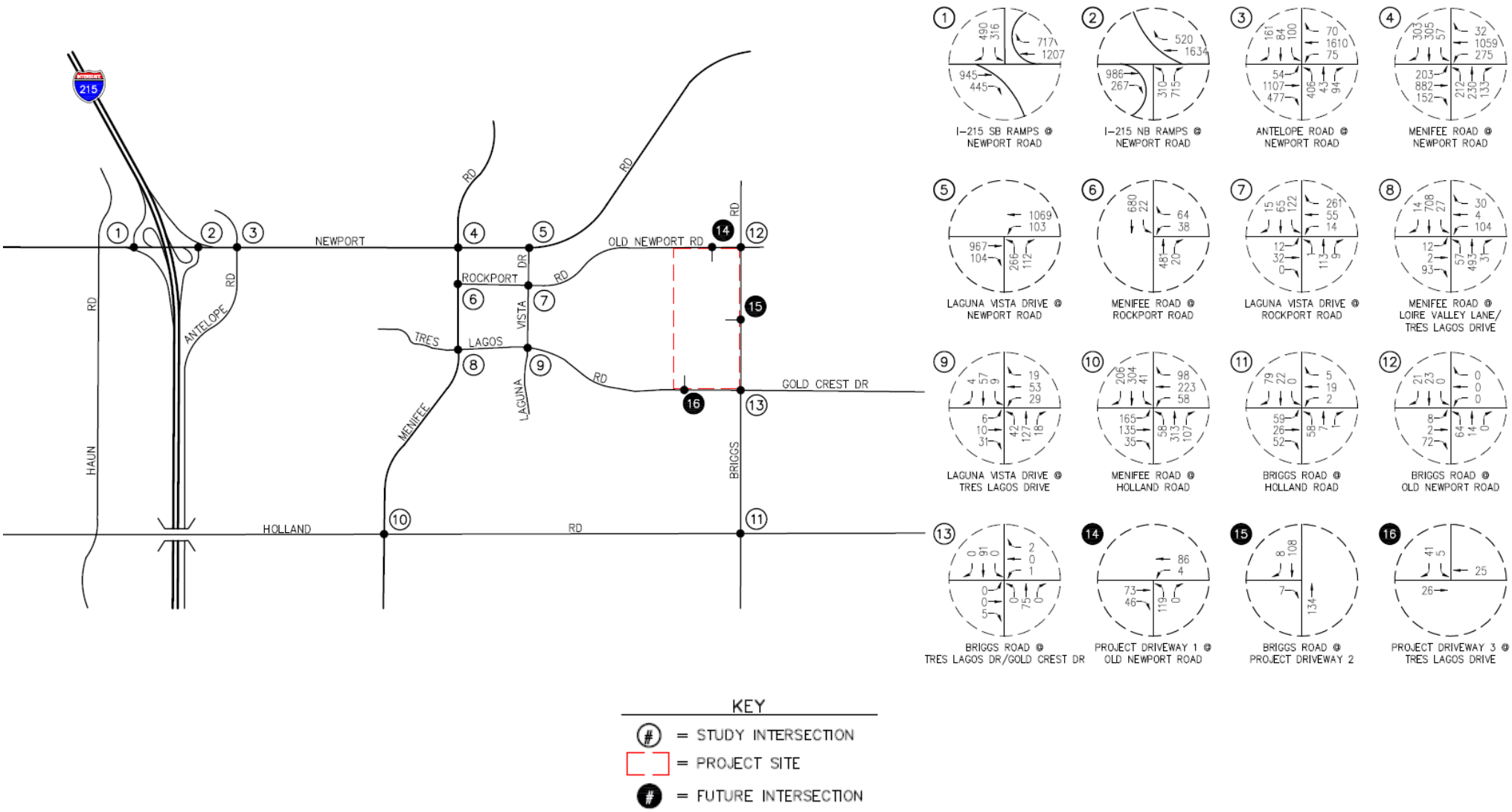
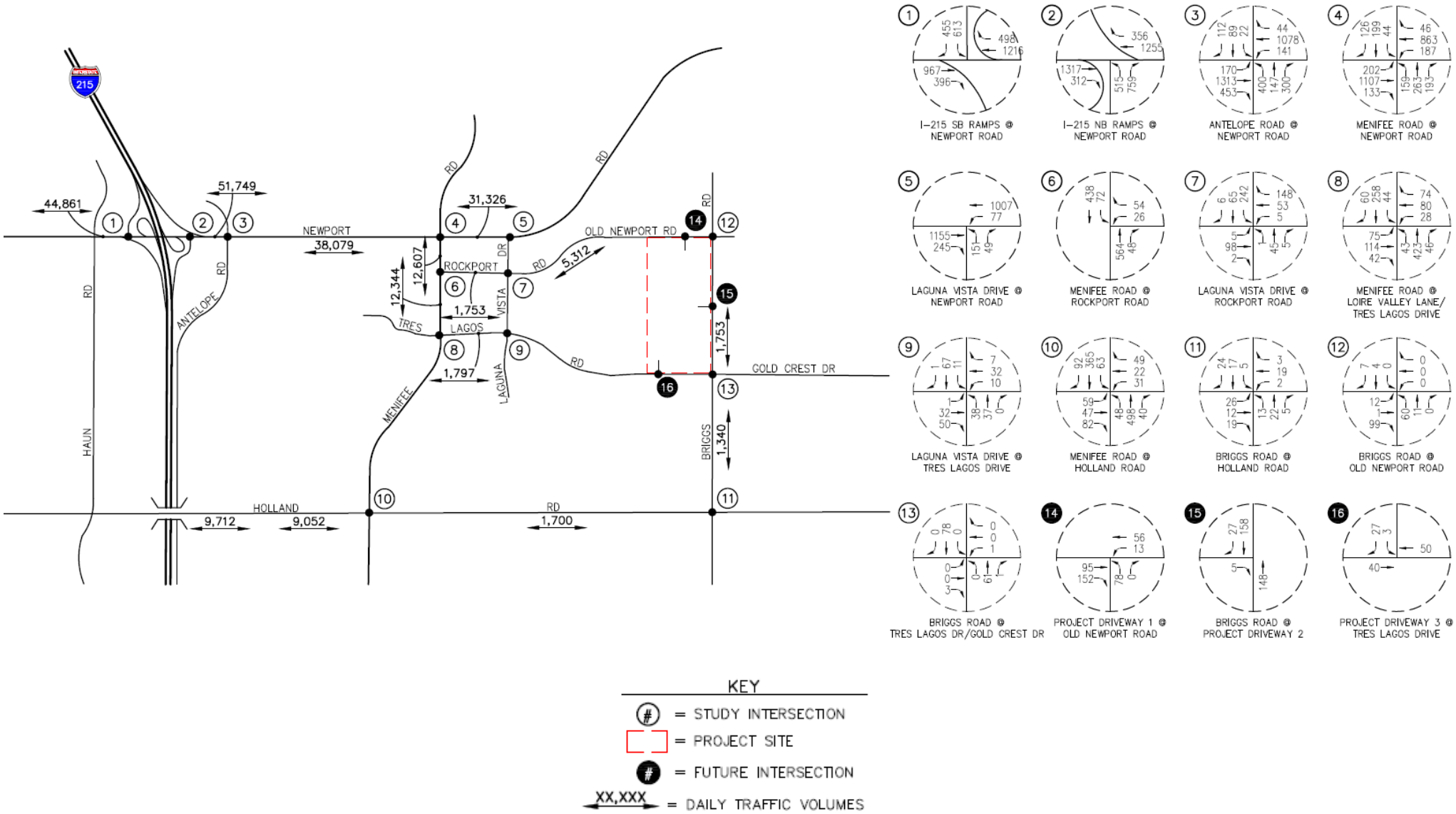
Figure 4.16-13
Year 2020 Existing With Ambient Growth With Project AM Peak Hour Traffic Volumes



Source: TIA (**Appendix M**)

Figure 4.16-14
Year 2020 Existing With Ambient Growth With Project PM Peak Hour Traffic Volumes



Source: TIA (**Appendix M**)

Table 4.16-12
Existing With Ambient Growth Year 2020 With Project Conditions Peak Hour Intersection Capacity Analysis Summary

Key Intersection		Minimum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Existing With Ambient With Project Traffic Conditions		(3) Significant Impact	(4) Existing With Ambient With Project With Improvements	
				Delay (s/v)	LOS	Delay (s/v)	LOS	Yes/No	Delay (s/v)	LOS
1.	I-215 Southbound Ramps at Newport Road	D	AM	16.8	B	14.8	B	No	--	--
			PM	18.6	B	16.8	B	No	--	--
2.	I-215 Northbound Ramps at Newport Road	D	AM	18.2	B	16.3	B	No	--	--
			PM	21.3	C	19.2	B	No	--	--
3.	Antelope Road at Newport Road	D	AM	26.6	C	25.2	C	No	--	--
			PM	26.3	C	24.4	C	No	--	--
4.	Menifee Road at Newport Road	D	AM	33.0	C	37.8	D	No	--	--
			PM	23.3	C	26.1	C	No	--	--
5.	Laguna Vista Drive at Rockport Road	D	AM	9.7	A	11.5	B	No	--	--
			PM	8.5	A	9.5	A	No	--	--
6.	Menifee Road at Rockport Road	D	AM	6.2	A	7.2	A	No	--	--
			PM	6.4	A	7.7	A	No	--	--
7.	Laguna Vista Drive at Rockport Road	D	AM	9.0	A	11.1	B	No	--	--
			PM	9.0	A	12.4	B	No	--	--
8.	Menifee Road at Loire Valley Lane/Tres Lagos Drive	D	AM	13.9	B	27.5	C	No	--	--
			PM	11.2	B	12.0	B	No	--	--

9.	Laguna Vista Drive at	D	AM	8.7	A	9.1	A	No	--	--
	Tres Lagos Drive		PM	7.6	A	7.8	A	No	--	--
10.	Menifee Road at	D	AM	12.7	B	14.5	B	No	--	--
	Holland Road		PM	11.1	B	13.4	B	No	--	--
11.	Briggs Road at	D	AM	11.7	B	12.8	B	No	--	--
	Holland Road		PM	9.3	A	9.7	A	No	--	--
12.	Briggs Road at	D	AM	7.6	A	7.6	A	No	--	--
	Old Newport Road		PM	7.3	A	7.6	A	No	--	--
13.	Briggs Road at	D	AM	9.0	A	9.1	A	No	--	--
	Tres Lagos Drive/Gold Crest Drive		PM	9.3	A	9.7	A	No	--	--

Notes: s/v = seconds per vehicle (delay); LOS = Level of Service, please refer to **Tables 4.16-1 and 4.16-2** for the LOS definitions; **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards mentioned in the *TIA*; *Appendices C and E of the TIA* contain the Delay/LOS calculation worksheets for all study intersections.
Source: *TIA* (**Appendix M**)

The results of the intersection analyses for existing with ambient growth Year 2020 with Project traffic conditions indicate that the Project is not forecast to have a significant impact at any of the thirteen (13) key intersections under the existing with ambient growth with Project conditions scenario. Impacts are incremental and are considered less than significant. No mitigation measures are required or recommended for the intersections.

- *Roadway Segment Analysis*

Table 4.16-13, *Existing With Ambient Growth Year 2020 With Project Conditions Daily Roadway Segment Capacity Analysis Summary*, summarizes the daily LOS results at the fourteen (14) key study roadway segments during a "typical" weekday for the existing with ambient growth Year 2020 with Project traffic conditions.

The first column (1) lists the existing number of travel lanes and the second column (2) presents the LOS E daily roadway segment capacities from the City of Menifee Traffic Impact Guidelines (August 2015). The third column (3) lists the Existing daily traffic volumes, V/C ratio and LOS, and the fourth column (4) indicates the existing with ambient growth with Project daily traffic volumes, V/C ratio and LOS. Review of column (4) of **Table 4.16-13** indicates that all fourteen (14) key study roadway segments are forecast to operate at an acceptable LOS. Roadway segments for the existing with ambient growth Year 2020 with Project conditions are anticipated to be operating at primarily LOS A, with one (1) operating at LOS B. Impacts are incremental and are considered less than significant. No mitigation measures are required or recommended for the roadway segments.

Table 4.16-13
Existing With Ambient Growth Year 2020 With Project Conditions Daily Roadway Segment Capacity Analysis Summary

Key Roadway Segment	Roadway Classification	(1) Existing Lanes	(2) LOS E Capacity (VPD)	(3) Existing Traffic Conditions			(4) Existing With Ambient Growth With Project Traffic Conditions			(5) Existing With Ambient Growth With Project With Improvements		
				Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS
1. Newport Road *between* Haun Road and I-215 SB Ramps	Urban Arterial	8D	87,000	45,944	0.528	A	44,861	0.516	A	--	--	--
2. Newport Road *between* I-215 NB Ramps and Antelope Road	Urban Arterial	8D	87,000	50,262	0.578	A	51,749	0.595	A	--	--	--
3. Newport Road *between* Antelope Road and Menifee Road	Urban Arterial	6D	56,300	34,685	0.616	B	38,079	0.676	B	--	--	--
4. Newport Road *between* Menifee Road and Laguna Vista Drive	Urban Arterial	6D	56,300	27,621	0.491	A	31,326	0.556	A	--	--	--
5. Menifee Road *between* Newport Road and Rockport Road	Arterial	4D	37,000	9,657	0.261	A	12,607	0.341	A	--	--	--
6. Rockport Road *between* Menifee Road and Laguna Vista Drive	Collector	2D	13,000	951	0.073	A	1,753	0.135	A	--	--	--

7.	Old Newport Rd *east of* Laguna Vista Drive	Collector	2D	13,000	2,867	0.221	A	5,312	0.409	A	--	--	--
8.	Menifee Road *between* Rockport Road and Tres Lagos Drive	Arterial	4D	37,000	9,817	0.265	A	12,344	0.334	A	--	--	--
9.	Tres Lagos Drive *east of* Menifee Road	Secondary	4D	25,900	1,395	0.054	A	1,797	0.069	A	--	--	--
10.	Briggs Road *between* Old Newport Road and Tres Lagos Drive	Collector	2U	13,000	1,435	0.110	A	1,753	0.069[1]	A	--	--	--
11.	Briggs Road *between* Tres Lagos Drive and Holland Road	Collector	2U	13,000	1,201	0.092	A	1,340	0.103	A	--	--	--
12.	Holland Road *between* Antelope Road and Hanover Lane	Major	4D	34,100	6,430	0.189	A	9,712	0.285	A	--	--	--
13.	Holland Road *between* Hanover Lane and Menifee Road	Major	4D	34,100	5,819	0.171	A	9,052	0.265	A	--	--	--
14.	Holland Road *between* Southshore Drive and Briggs Road	Collector	2U	13,000	956	0.074	A	1,700	0.131	A	--	--	--

[1] The V/C ratio is based on the capacity for a three-lane divided major arterial (25,575 VPD). The Project will widen the southbound side of Briggs Road along the Project frontage to two lanes.

Notes: VPD = Vehicles Per Day; V/C = Volume to Capacity Ratio; D = Divided, U = Undivided; LOS = Level of Service, please refer to **Table 4.16-3** for the LOS definitions; **Bold "V/C"/LOS values** indicate adverse service levels based on the LOS standards mentioned in the *TIA*.

Source: *TIA* (**Appendix M**)

The Project will be required to pay DIF and TUMF contributions to several of the affected Study Area roadways and intersections discussed above. DIF and TUMF are considered standard conditions (**SC-TR-2** and **SC-TR-3**) and are not considered unique mitigation under CEQA.

4.16.4.7 Future Traffic Analysis - Existing With Ambient Growth Year 2020 With Cumulative With Project

Less Than Significant Impact

Traffic Volumes

Year 2020 traffic volumes were determined by interpolating between the base year traffic volumes and Year 2040 traffic volumes through utilization of the City of Menifee Travel Demand Model. The projected volumes were reviewed carefully, and adjustments were applied as warranted based on local conditions and professional judgment.

Figure 4.16-15, *Year 2020 Existing With Ambient Growth With Cumulative With Project AM Peak Hour Traffic Volumes* and **Figure 4.16-16, *Year 2020 Existing With Ambient Growth With Cumulative With Project PM Peak Hour Traffic Volumes*** present existing with ambient growth Year 2020 with cumulative with Project AM and PM peak hour traffic volumes at the key study intersections, respectively. In addition, **Figure 4.16-16** presents the daily traffic volumes for the key study roadway segments.

Traffic Impact Analysis

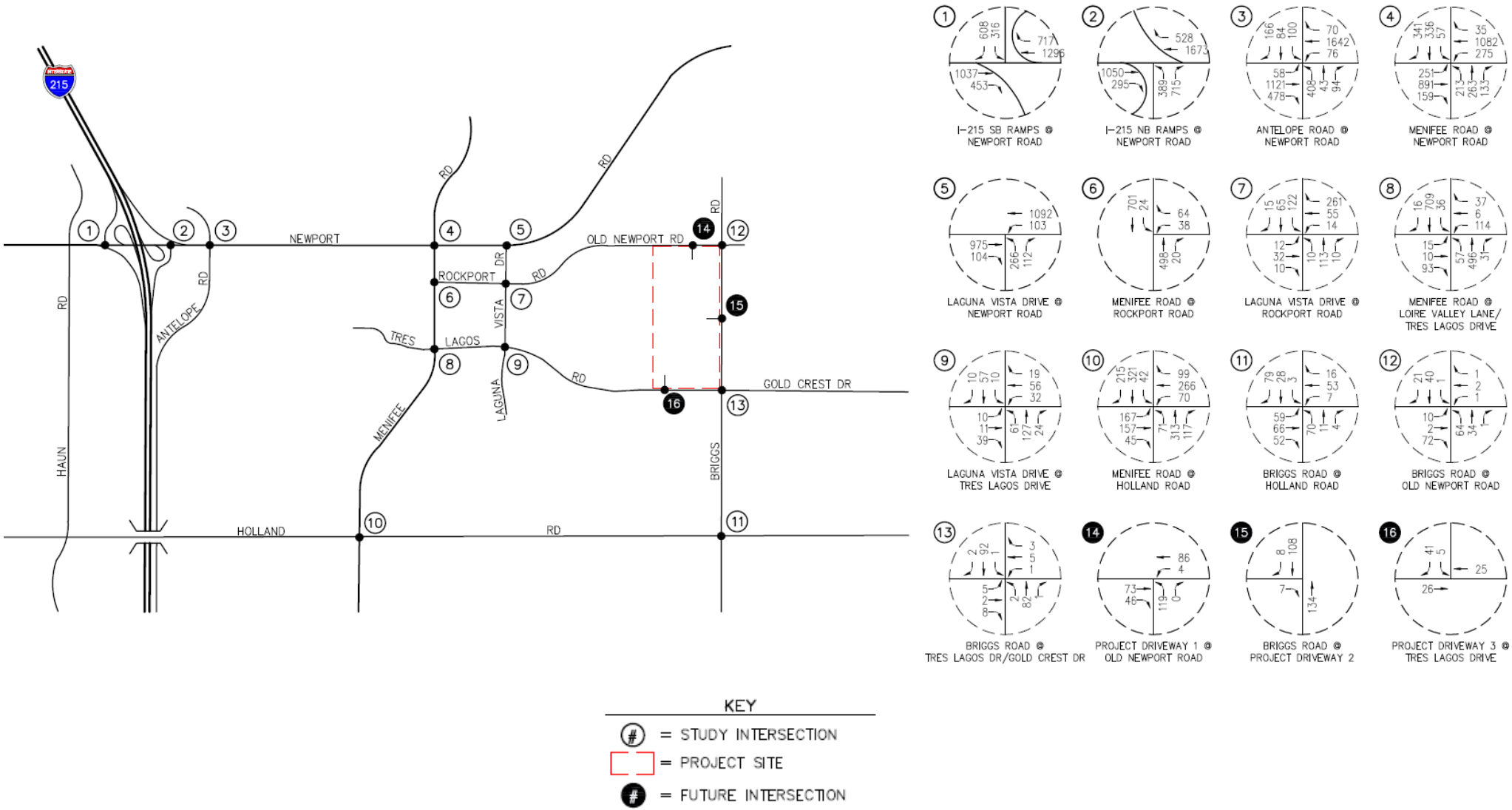
The relative impacts of the added Project traffic volumes generated by Project during the AM and PM peak hours, was evaluated based on analysis of future ambient growth with cumulative operating conditions at the key study intersections and roadway segments with the Project.

The previously discussed capacity analysis procedures were utilized to investigate the future Delay / V/C relationships and service level characteristics at each study intersection and roadway segment. The significance of the potential impacts of the Project at each key intersection and roadway segment was then evaluated using the traffic impact criteria for LOS.

- *Intersection Capacity Analysis*

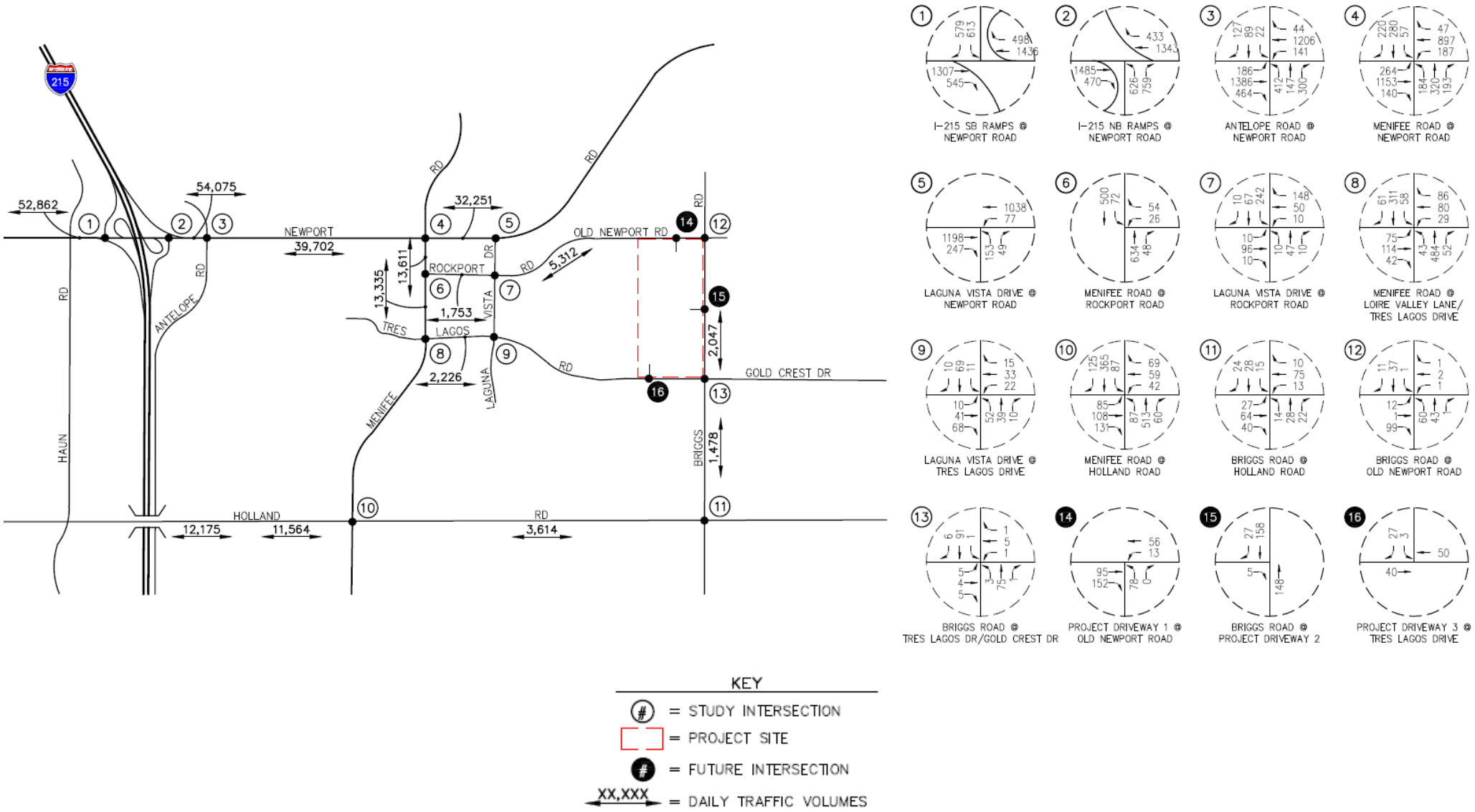
Review of **Table 4.16-14, *Existing With Ambient Growth Year 2020 With Cumulative With Project Conditions Peak Hour Intersection Capacity Analysis Summary***, indicates that for the existing with ambient growth Year 2020 with cumulative with Project traffic conditions, all thirteen (13) key intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. LOS D or better is the minimum acceptable LOS.

Figure 4.16-15
Year 2020 Existing With Ambient Growth With Cumulative With Project AM Peak Hour Traffic Volumes



Source: TIA (**Appendix M**)

Figure 4.16-16
Year 2020 Existing With Ambient Growth With Cumulative With Project PM Peak Hour Traffic Volumes



Source: TIA (**Appendix M**)

Table 4.16-14
Existing With Ambient Growth Year 2020 With Cumulative With Project Conditions Peak Hour Intersection Capacity Analysis Summary

Key Intersection	Minimum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Existing With Ambient With Cumulative With Project Traffic Conditions		(3) Significant Impact	(4) Existing With Ambient With Cumulative With Project With Improvements	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Yes/No	Delay (s/v)	LOS
1. I-215 Southbound Ramps at Newport Road	D	AM	16.8	B	15.6	B	No	--	--
		PM	18.6	B	18.2	B	No	--	--
2. I-215 Northbound Ramps at Newport Road	D	AM	18.2	B	16.9	B	No	--	--
		PM	21.3	C	20.6	C	No	--	--
3. Antelope Road at Newport Road	D	AM	26.6	C	26.0	C	No	--	--
		PM	26.3	C	28.7	C	No	--	--
4. Menifee Road at Newport Road	D	AM	33.0	C	40.3	D	No	--	--
		PM	23.3	C	30.8	C	No	--	--
5. Laguna Vista Drive at Rockport Road	D	AM	9.7	A	11.5	B	No	--	--
		PM	8.5	A	9.5	A	No	--	--

6.	Menifee Road at Rockport Road	D	AM PM	6.2 6.4	A A	6.9 7.7	A A	No No	-- -	-- --
7.	Laguna Vista Drive at Rockport Road	D	AM PM	9.0 9.0	A A	10.9 11.1	B B	No No	-- --	-- --
8.	Menifee Road at Loire Valley Lane/Tres Lagos Drive	D	AM PM	13.9 11.2	B B	15.3 12.2	B B	No No	-- --	-- --
9.	Laguna Vista Drive at Tres Lagos Drive	D	AM PM	8.7 7.6	A A	8.7 8.1	A A	No No	-- --	-- --
10.	Menifee Road at Holland Road	D	AM PM	12.7 11.1	B B	13.3 14.1	B B	No No	-- --	-- --
11.	Briggs Road at Holland Road	D	AM PM	11.7 9.3	B A	12.2 10.7	B B	No No	-- --	-- --
12.	Briggs Road at Old Newport Road	D	AM PM	7.6 7.3	A A	7.5 7.6	A A	No No	-- --	-- --
13.	Briggs Road at Tres Lagos Drive/Gold Crest Drive	D	AM PM	9.0 9.3	A A	9.7 9.9	A A	No No	-- --	-- --

Notes: s/v = seconds per vehicle (delay); LOS = Level of Service, please refer to **Tables 4.16-1 and 4.16-2** for the LOS definitions; **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards mentioned in the *TIA*.
Source: *TIA* (**Appendix M**)

The results of the intersection analyses for existing with ambient growth Year 2020 with cumulative with Project traffic conditions indicate that the Project is not forecast to have a significant impact at any of the thirteen (13) key intersections under the existing with ambient growth with Project conditions scenario. Impacts are incremental and are considered less than significant. No mitigation measures are required or recommended for the intersections.

- *Roadway Segment Analysis*

Table 4.16-15, *Existing With Ambient Growth Year 2020 With Cumulative With Project Conditions Daily Roadway Segment Capacity Analysis Summary*, summarizes the daily LOS results at the fourteen (14) key study roadway segments during a "typical" weekday for the existing with ambient growth Year 2020 with cumulative with Project traffic conditions. The first column (1) lists the existing number of travel lanes and the second column (2) presents the LOS E daily roadway segment capacities from the City of Menifee Traffic Impact Guidelines (August 2015). The third column (3) lists the Existing daily traffic volumes, V/C ratio and LOS, and the fourth column (4) indicates the existing with ambient growth with cumulative with Project daily traffic volumes, V/C ratio and LOS.

Table 4.16-15
Existing With Ambient Growth Year 2020 With Cumulative With Project Conditions Daily Roadway Segment Capacity Analysis Summary

Key Roadway Segment	Roadway Classification Arterial	(1) Existing Lanes	(2) LOS E Capacity (VPD)	(3) Existing Traffic Conditions			(4) Existing With Ambient Growth With Cumulative With Project Traffic Conditions			(5) Existing With Ambient Growth With Cumulative With Project With Improvements		
				Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS
1. Newport Road *between* Haun Road and I-215 SB Ramps	Urban Arterial	8D	87,000	45,944	0.528	A	52,862	0.608	B	--	--	--
2. Newport Road *between* I-215 NB Ramps and Antelope Road	Urban Arterial	8D	87,000	50,262	0.578	A	54,075	0.622	B	--	--	--
3. Newport Road *between* Antelope Road and Menifee Road	Urban Arterial	6D	56,300	34,685	0.616	B	39,702	0.705	C	--	--	--
4. Newport Road *between* Menifee Road and Laguna Vista Drive	Urban Arterial	6D	56,300	27,621	0.491	A	32,251	0.573	A	--	--	--
5. Menifee Road *between* Newport Road and Rockport Road	Arterial	4D	37,000	9,657	0.261	A	13,611	0.368	A	--	--	--
6. Rockport Road *between* Menifee Road and Laguna Vista Drive	Collector	2D	13,000	951	0.073	A	1,753	0.135	A	--	--	--

7.	Old Newport Rd *east of* Laguna Vista Drive	Collector	2D	13,000	2,867	0.221	A	5,312	0.409	A	--	--	--
8.	Menifee Road *between* Rockport Road and Tres Lagos Drive	Arterial	4D	37,000	9,817	0.265	A	13,335	0.360	A	--	--	--
9.	Tres Lagos Drive *east of* Menifee Road	Secondary	4D	25,900	1,395	0.054	A	2,226	0.086	A	--	--	--
10.	Briggs Road *between* Old Newport Road and Tres Lagos Drive	Collector	2U	13,000	1,435	0.110	A	2,047	0.080[1]	A	--	--	--
11.	Briggs Road *between* Tres Lagos Drive and Holland Road	Collector	2U	13,000	1,201	0.092	A	1,478	0.114	A	--	--	--
12.	Holland Road *between* Antelope Road and Hanover Lane	Major	4D	34,100	6,430	0.189	A	12,175	0.357	A	--	--	--
13.	Holland Road *between* Hanover Lane and Menifee Road	Major	4D	34,100	5,819	0.171	A	11,564	0.339	A	--	--	--
14.	Holland Road *between* Southshore Drive and Briggs Road	Collector	2U	13,000	956	0.074	A	3,614	0.278	A	--	--	--

[1] The V/C ratio is based on the capacity for a three-lane divided major arterial (25,575 VPD). The Project will widen the southbound side of Briggs Road along the Project frontage to two lanes.
Notes: VPD = Vehicles Per Day; V/C = Volume to Capacity Ratio; D = Divided, U = Undivided; LOS = Level of Service, please refer to **Table 4.16-4** for the LOS definitions; **Bold "V/C"/LOS values** indicate adverse service levels based on the LOS standards mentioned in the *TIA*.
Source: *TIA* (**Appendix M**)

Review of column (4) of **Table 4.16-15** indicates that all fourteen (14) key study roadway segments operate at acceptable LOS for the existing with ambient growth Year 2020 with cumulative with Project conditions. Roadways are anticipated to operate at primarily LOS A, with two (2) operating at LOS B, and one (1) operating at LOS C. Impacts are incremental and are considered less than significant. No mitigation measures are required or recommended for the roadway segments.

The Project will be required to pay DIF and TUMF contributions to several of the affected Study Area roadways and intersections discussed above. DIF and TUMF are considered standard conditions (**SC-TR-2** and **SC-TR-3**) and are not considered unique mitigation under CEQA.

4.16.4.8 Future Traffic Analysis - Existing With Ambient Growth Year 2040 With Cumulative With Project

Less Than Significant with Mitigation Incorporated

Travel Demand Model Methodology

The Year 2040 traffic volume forecasts were obtained through utilization of the travel demand model developed by Iteris, Inc. for the City of Menifee, which is consistent with the SCAG/RivTAM model. Further, because the Holland Road Overcrossing roadway network is included in the Year 2040 roadway network, but is not part of the existing roadway network, the Year 2020 traffic volume forecasts were derived using interpolation between Year 2016 and Year 2040.

- *Volume Adjustment*

Using the City of Menifee travel demand model, projected traffic volumes were obtained at each intersection. The first step is to obtain the approach and departure volumes from the model for each leg of the analyzed intersections. The next step is to determine the difference between the base year peak hour model volumes and the Year 2040 peak hour model volumes. This "difference" represents the projected growth in traffic on each approach from the base year to the Year 2040 using the City of Menifee Model.

- *B-turn Methodology*

The base year turning movement counts for each intersection must be converted to approach and departure volumes for each leg of the intersection. Once the base counts are in this format, the difference between the Year 2040 model and base model are then added to the base year counts for each corresponding approach and departure volume. This step provides the adjusted volumes that will be used to determine the Buildout turning movement volumes. The next process in the forecasting of future turning volumes applies the B-turn methodology. The B-turn methodology is generally described in the *"National Cooperative Highway Research Program Report (NCHRP) 255: Highway Traffic Data for Urbanized Area Project Planning and Design", Chapter 8*. The B-turn method uses the base year turning percentages (from traffic counts) and proceeds through an iterative computational technique to produce a final set of future year turning volumes. The computations involve alternatively balancing the rows (approaches) and the columns (departures) of a turning movement matrix until an acceptable convergence is obtained. Future year link volumes are fixed using this method and the turning

movements are adjusted to match. The results must be checked for reasonableness, and manual adjustments are sometimes necessary.

Finally, it should be noted that all provided volumes are from a Citywide level model that was not specifically developed for analysis of individual intersection turning movements. Therefore, each projected volume was reviewed carefully, and adjustments were applied as warranted based on local conditions and professional judgment. Please note that the post-processing methodology utilized in the *TIA* is consistent with SCAG requirements.

Traffic Volumes

Year 2040 traffic volume forecasts were determined through utilization of the City of Menifee Travel Demand Model. The future Year 2040 traffic volumes were post-processed based on the relationship of the base year validation model run output to the base year ground traffic counts. The projected volume was reviewed carefully, and adjustments were applied as warranted based on local conditions and professional judgment.

Figure 4.16-17, ***Year 2040 Existing With Ambient Growth With Cumulative With Project AM Peak Hour Traffic Volumes*** and **Figure 4.16-18,** ***Year 2040 Existing With Ambient Growth With Cumulative With Project PM Peak Hour Traffic Volumes*** present existing with ambient growth Year 2040 with cumulative with Project AM and PM peak hour traffic volumes at the key study intersections, respectively **Figure 4.16-18** also presents the daily traffic volumes for the key study roadway segments.

Intersection Capacity Analysis

Review of **Table 4.16-16,** ***Existing With Ambient Growth Year 2040 With Cumulative With Project Conditions Peak Hour Intersection Capacity Analysis Summary***, indicates that for the existing with ambient growth Year 2040 with cumulative with Project traffic conditions, two (2) of the key intersections are forecast to operate at unacceptable levels of service during the AM and PM peak hours (LOS F) when compared to the LOS standards of LOS D. The remaining eleven (11) key study intersections currently operate at an acceptable LOS during the AM and PM peak hours.

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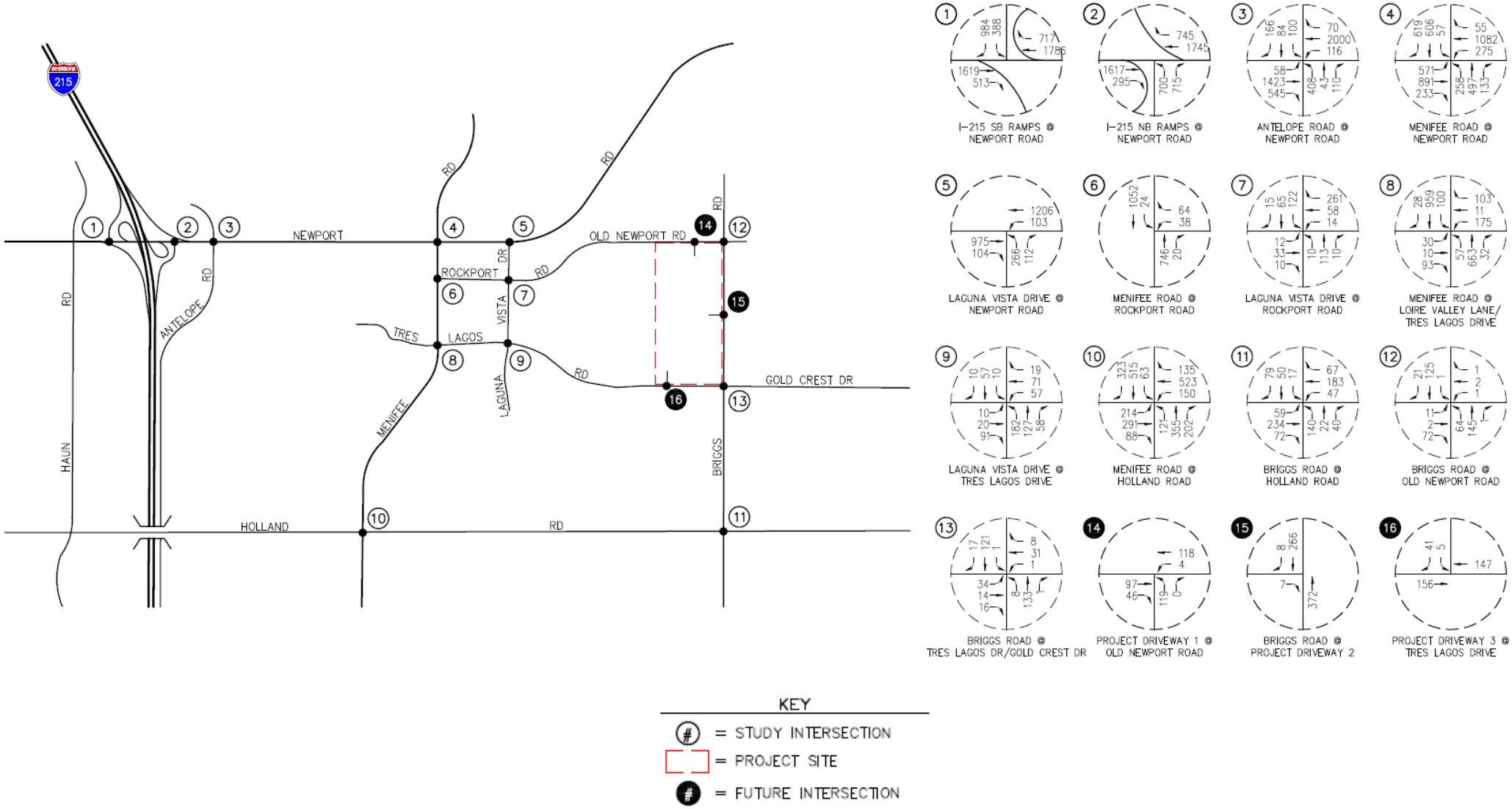
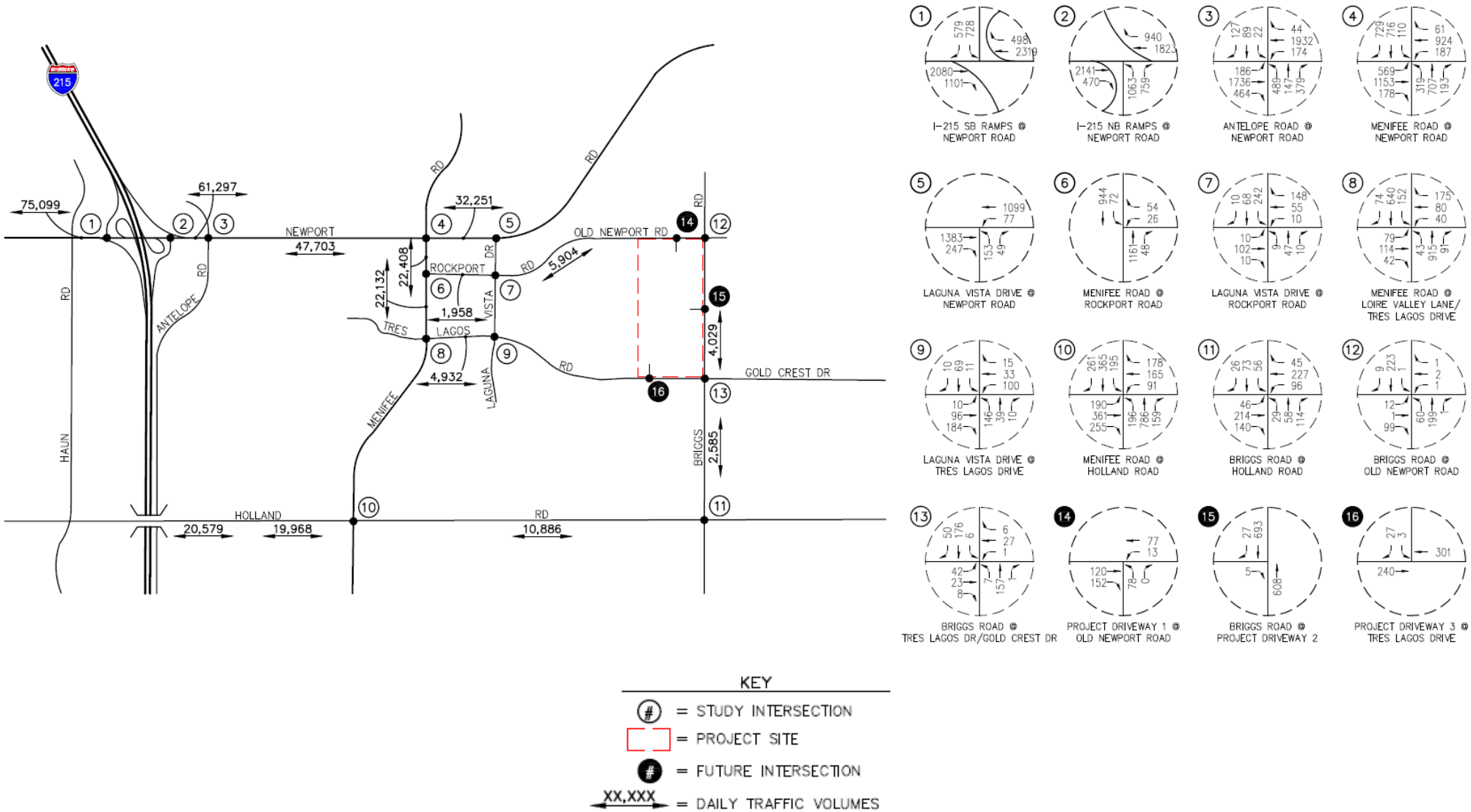
Figure 4.16-17
Year 2040 Existing With Ambient Growth With Cumulative With Project AM Peak Hour Traffic Volumes



Source: TIA (**Appendix M**)

Figure 4.16-18
Year 2040 Existing With Ambient Growth With Cumulative With Project PM Peak Hour Traffic Volumes



Source: TIA (**Appendix M**)

Table 4.16-16
Existing With Ambient Growth Year 2040 With Cumulative With Project Conditions Peak Hour Intersection Capacity Analysis Summary

Key Intersection	Minimum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Existing With Ambient With Cumulative With Project Traffic Conditions		(3) Significant Impact	(4) Existing With Ambient With Cumulative With Project With Improvements	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Yes/No	Delay (s/v)	LOS
1. I-215 Southbound Ramps at Newport Road	D	AM	16.8	B	21.2	C	No	--	--
		PM	18.6	B	20.7	C	No	--	--
2. I-215 Northbound Ramps at Newport Road	D	AM	18.2	B	20.0	C	No	--	--
		PM	21.3	C	27.7	C	No	--	--
3. Antelope Road at Newport Road	D	AM	26.6	C	25.7	C	No	--	--
		PM	26.3	C	31.1	C	No	--	--
4. Menifee Road at Newport Road	D	AM	33.0	C	**65.9**	**E**	**Yes**	38.1	D
		PM	23.3	C	**80.4**	**F**	**Yes**	40.7	D
5. Laguna Vista Drive at Rockport Road	D	AM	9.7	A	11.0	B	No	--	--
		PM	8.5	A	9.5	A	No	--	--
6. Menifee Road at Rockport Road	D	AM	6.2	A	7.1	A	No	--	--
		PM	6.4	A	7.5	A	No	--	--
7. Laguna Vista Drive at Rockport Road	D	AM	9.0	A	10.5	B	No	--	--
		PM	9.0	A	10.8	B	No	--	--

8.	Menifee Road at	D	AM	13.9	B	26.6	C	No	--	--
	Loire Valley Lane/Tres Lagos Drive		PM	11.2	B	14.5	B	No	--	--
9.	Laguna Vista Drive at	D	AM	8.7	A	10.6	B	No	--	--
	Tres Lagos Drive		PM	7.6	A	9.5	A	No	--	--
10.	Menifee Road at	D	AM	12.7	B	19.5	B	No	--	--
	Holland Road		PM	11.1	B	20.4	C	No	--	--
11.	Briggs Road at	D	AM	11.7	B	**44.6**	**E**	**Yes**	22.8	C
	Holland Road		PM	9.3	A	**52.8**	**F**	**Yes**	20.7	C
12.	Briggs Road at	D	AM	7.6	A	8.4	A	No	--	--
	Old Newport Road		PM	7.3	A	9.3	A	No	--	--
13.	Briggs Road at	D	AM	9.0	A	10.8	B	No	--	--
	Tres Lagos Drive/Gold Crest Drive		PM	9.3	A	12.1	B	No	--	--

Notes: s/v = seconds per vehicle (delay); LOS = Level of Service, please refer to **Tables 4.16-1 and 4.16-2** for the LOS definitions; **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report.; *Appendices C and F of the TIA* contain the Delay/LOS calculation worksheets for all study intersections.
Source: *TIA* (**Appendix M**)

The locations operating at an adverse LOS are as follows:

Key Intersection	AM Peak Hour		PM Peak Hour	
	Delay (s/v)	LOS	Delay (s/v)	LOS
4. Menifee Road at Newport Road	65.9	E	80.4	E
11. Briggs Road at Holland Road	44.6	E	52.8	E

The following improvements listed below have been identified to mitigate the traffic impacts of the Project in the existing with ambient growth Year 2040 with cumulative with Project traffic conditions at the following two (2) cumulatively impacted intersections:

- Intersection 4. Menifee Road at Newport Road: Modify the traffic signal and provide for a southbound right-turn overlap phase.
- Intersection 11. Briggs Road at Holland Road: Widen and/or restripe Holland Road to provide an exclusive eastbound and westbound left-turn lane.

As shown in **Table 4.16-17, Existing With Ambient Growth Year 2040 With Cumulative With Project Traffic Conditions Intersection Fair Share Contribution**, below, Project fair share responsibility is 9.17% and 2.23% of the improvements to the intersection of Menifee Road/Newport Road and Briggs Road/Holland Road, respectively.

Table 4.16-17
Existing With Ambient Growth Year 2040 With Cumulative With Project Traffic Conditions Intersection Fair Share Contribution

Key Intersection		Impacted Time Period	(1) Project Only Volume	(2) Existing Volume	(3) Existing With Ambient With Cumulative With Project Volume	(4) Project Fair Share Responsibility
4.	Menifee Road at Newport Road	AM	172	3,402	5,277	**9.17%**
		PM	230	3,049	5,846	8.22%
11.	Briggs Road at Holland Road	AM	16	293	1,010	**2.23%**
		PM	22	137	1,124	2.22%

Notes: Net Project Percent Increase (4) = Column (1) / [Column (3) – Column (2)]; **Bold Project Fair Share Responsibility** is based on worst case.
Source: *TIA* (**Appendix M**)

After implementation of **Mitigation Measure MM-TR-1**, as outlined in Subsection 4.16.5, all the impacted intersections are forecast to operate at an acceptable LOS of D. Payment of fair share contributions is considered adequate mitigation under CEQA. Any impacts will be reduced to a less than significant level.

Roadway Segment Analysis

Review of column (4) of **Table 4.16-18, *Existing With Ambient Growth Year 2040 With Cumulative With Project Conditions Daily Roadway Segment Capacity Analysis Summary***, Table 9-4 indicates that all fourteen (14) key study roadway segments operate at acceptable LOS (LOS D or better) for the existing with ambient growth Year 2040 with cumulative with Project conditions.

Table 4.16-18
Existing With Ambient Growth Year 2040 With Cumulative With Project Conditions Daily Roadway Segment Capacity Analysis Summary

Key Roadway Segment	Roadway Classification Arterial	(1) Existing Lanes	(2) LOS E Capacity (VPD)	(3) Existing Traffic Conditions			(4) Existing With Ambient Growth With Cumulative With Project Traffic Conditions			(5) Existing With Ambient Growth With Cumulative With Project With Improvements		
				Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS
1. Newport Road *between* Haun Road and I-215 SB Ramps	Urban Arterial	8D	87,000	45,944	0.528	A	75,099	0.863	D	--	--	--
2. Newport Road *between* I-215 NB Ramps and Antelope Road	Urban Arterial	8D	87,000	50,262	0.578	A	61,297	0.705	C	--	--	--
3. Newport Road *between* Antelope Road and Menifee Road	Urban Arterial	6D	56,300	34,685	0.616	B	47,703	0.847	D	--	--	--
4. Newport Road *between* Menifee Road and Laguna Vista Drive	Urban Arterial	6D	56,300	27,621	0.491	A	32,251	0.573	A	--	--	--
5. Menifee Road *between* Newport Road and Rockport Road	Arterial	4D	37,000	9,657	0.261	A	22,408	0.606	B	--	--	--
6. Rockport Road *between* Menifee Road and Laguna Vista Drive	Collector	2D	13,000	951	0.073	A	1,958	0.151	A	--	--	--

7.	Old Newport Rd *east of* Laguna Vista Drive	Collector	2D	13,000	2,867	0.221	A	5,904	0.454	A	--	--	--
8.	Menifee Road *between* Rockport Road and Tres Lagos Drive	Arterial	4D	37,000	9,817	0.265	A	22,132	0.598	A	--	--	--
9.	Tres Lagos Drive *east of* Menifee Road	Secondary	4U	25,900	1,395	0.054	A	4,932	0.190	A	--	--	--
10.	Briggs Road *between* Old Newport Road and Tres Lagos Drive	Collector	2U	13,000	1,435	0.110	A	4,029	0.158[1]	A	--	--	--
11.	Briggs Road *between* Tres Lagos Drive and Holland Road	Collector	2U	13,000	1,201	0.092	A	2,585	0.199	A	--	--	--
12.	Holland Road *between* Antelope Road and Hanover Lane	Major	4D	34,100	6,430	0.189	A	20,579	0.603	B	--	--	--
13.	Holland Road *between* Hanover Lane and Menifee Road	Major	4D	34,100	5,819	0.171	A	19,968	0.586	A	--	--	--
14.	Holland Road *between* Southshore Drive and Briggs Road	Major	4D	34,100	956	0.074	A	10,886	0.837	D	--	--	--

[1] The V/C ratio is based on the capacity for a three-lane divided collector (25,575 VPD). The Project will widen the southbound side of Briggs Road along the Project frontage to two lanes.

Notes: VPD = Vehicles Per Day; V/C = Volume to Capacity Ratio; D = Divided, U = Undivided; LOS = Level of Service, please refer to **Table 4.16-4** for the LOS definitions; **Bold "V/C"/LOS** values indicate adverse service levels based on the LOS standards mentioned in the *TIA.*

Source: *TIA* (**Appendix M**)

Roadways are anticipated to operate at primarily LOS A, with one (1) operating at LOS B (Holland Road between Antelope Road and Hanover Lane), and one (1) operating at LOS D (Holland Road between Southshore Drive and Briggs Road). Impacts are incremental and are considered less than significant. No mitigation measures are required or recommended for the roadway segments.

The Project will be required to pay DIF and TUMF contributions to several of the affected Study Area roadways and intersections discussed above. DIF and TUMF are considered standard conditions (**SC-TR-2** and **SC-TR-3**) and are not considered unique mitigation under CEQA.

4.16.4.9 Future Traffic Analysis – Caltrans Facilities Analysis

Less Than Significant Impact with Mitigation Incorporated

Caltrans requires the use of analysis methods provided in the Highway Capacity Manual (HCM) for the analysis of ramp intersections and basic freeway segments. Caltrans "endeavors to maintain a target LOS at the transition between LOS C and LOS D on state highway facilities"; it does not require that LOS D (shall) be maintained. However, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS.

For the *TIA*, LOS D was used as the target level of service standard and was utilized to assess the Project impacts at the state-controlled study intersections.

Ramp Intersection Capacity Analysis

Ramp Intersection Capacity Analyses were conducted for the following two (2) key ramp study intersections:

1. I-215 Southbound Ramps at Newport Road
2. I-215 Northbound Ramps at Newport Road

Tables 4.16-6, **4.16-10**, **4.16-14**, and **4.16-16**, summarized the peak hour LOS results for the two (2) ramp intersections for existing, existing plus Project traffic conditions, existing plus ambient growth (Year 2020) plus Project traffic conditions, Year 2020 cumulative plus Project traffic conditions, and Year 2040 cumulative plus Project traffic conditions, respectively.

As shown in column (4) of **Table 4.16-16,** the implementation of recommended mitigation measures at the impacted intersections, mitigates the impacts of the Project. Project fair share responsibility is 9.17% and 2.23% of the improvements to the intersection of Menifee Road/Newport Road and Briggs Road/Holland Road, respectively. After implementation of **Mitigation Measure MM-TR-1**, as outlined in Subsection 4.16.5 below, all the impacted intersections are forecast to operate at an acceptable LOS of D. Payment of fair share contributions is considered adequate mitigation under CEQA. Any impacts to these intersections will be reduced to a less than significant level.

Basic Freeway Segment Capacity Analysis

Additionally, Basic Freeway Segment Analysis for freeway segments was conducted for the

following four (4) Caltrans freeway segments in the vicinity of the Project for Existing traffic conditions:

1. I-215 Northbound from Scott Road to Newport Road
2. I-215 Northbound from Newport Road to McCall Boulevard
3. I-215 Southbound from McCall Boulevard to Newport Road
4. I-215 Southbound from Newport Road to Scott Road

Table 4.16-8, summarizes the peak hour level of service results at the aforementioned four (4) key freeway segments for Existing traffic conditions. Review of **Table 4.16-8** indicates that the four (4) key freeway segments currently operate at LOS C or better during the AM and/or PM peak hours.

Per Caltrans guidelines, the following is stated in the Caltrans Guide for the Preparation of Traffic Impact Studies, December 2002:

"The following criterion is a starting point in determining when a Traffic Impact Study (TIS) is needed. When a project:

1. Generates over 100 peak hour trips assigned to a state highway facility…
2. Generates 50 to 100 peak hour trips assigned to a state highway facility and noticeable delay approaching LOS C or D…
3. Generates 1 to 49 peak hour trips assigned to a state highway facility and noticeable delay approaching LOS E or F…"

Based on the Caltrans criteria above, the results of the basic freeway segments analysis for existing traffic conditions as presented in **Table 4.16-8**, and given that the maximum Level of Service is a low LOS C, it is determined that no additional analysis is needed for the Caltrans Facilities since the Project generates between 17 and 58 peak hour trips assigned to a state highway facility and all freeway segments are forecast to operate at an acceptable LOS C or better during the AM and PM peak hours under existing traffic conditions.

Any impacts to freeway segment capacity are incremental and are considered less than significant.

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 CEQA. Instead, new performance measures such as Vehicle Miles Traveled (VMT) will be used.

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 the 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 6,962 annual VMT per capita, based on the California Emissions Estimator Model (CalEEMod) v2016.3.2.

THRESHOLD 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)?

Less Than Significant Impact

The Project site is bordered on the north by single-family homes, on the south by a recreational vehicle campground/park, on the west by a partially developed tract of single-family homes, and on the east by the Ramona Egg Ranch and agricultural fields.

Suburban, residential development on this site has the potential to create conflicts with the existing, adjacent agricultural uses; particularly the Ramona Egg Ranch located to the east of the Project site, across Briggs Road. The Project may increase hazards/incompatibility due to the interface between residential and agricultural uses (e.g. farm equipment).

The Project will not create any roadways or road improvements that could increase hazards to a circulation system design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment). Farm equipment does use the local roadways a few times per year to plow, plant or harvest crops, or tend to the chicken coops, particularly on the east side of Briggs Road. These events are rare enough and the roadway improvements provide sufficient improvement to minimize any new hazards to such equipment in the future. To the contrary, roadway improvements to area roadways, as a result of implementation of the Project, will reduce hazards in the area. The roadways will all be designed to meet all City Transportation requirements. Impacts will be considered less than significant, and no mitigation is required.

Once the new roadways are installed there will be sidewalks outside of the vehicle travel lanes that will reduce potential hazards between these various modes of travel in the future. The potential for roadway conflicts with any adjacent agricultural or rural residential land uses will be low, as the Project has been designed with a circulation system that is separate, but complementary, to these adjacent uses.

Overall roadway design and function will be enhanced for the reasons outlined above, thereby reducing the potential for any conflicts with any adjacent rural residential or agricultural operations in the future. Any hazards to farm equipment are considered less than significant because access to all adjacent property will be enhanced by the Project-related roadway improvements.

4.16.5 Avoidance, Minimization, Standard Conditions, and Mitigation Measures

Avoidance

No avoidance measures are required.

Minimization

No minimization measures are required.

Standard Condition(s)

Standard Conditions SC-TR-1 through **SC-TR-3**, are required in order to ensure that the Project's potential impacts to transportation resources would remain less than significant. **Standard Conditions SC-TR-1** through **SC-TR-3** are not considered unique mitigation under CEQA.

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-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. Payment of the TUMF is required and is not considered unique mitigation under CEQA.

SC-TR-3 **Development impact fees 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 if allowed by the City.**

Mitigation Measure(s)

No Project-specific mitigation is required for Project impacts to intersections and roadway segments for the following traffic analysis scenarios:

- Existing With Project Traffic Conditions;
- Existing With Ambient Growth (Year 2020) With Project Traffic Conditions; and
- Existing With Ambient Growth (Year 2020) With Project With Cumulative Traffic Conditions.

Project-specific mitigation (**Mitigation Measure MM-TR-1**), is required for Project impacts to intersections for the following traffic analysis scenario:

- Existing With Ambient Growth (Year 2040) With Project With Cumulative Traffic Conditions.

MM-TR-1 Prior to the 1st Certificate of Occupancy, the Project applicant shall pay its fair share contribution of 9.17% and 2.23% of the improvements to the intersection of Menifee Road/Newport Road and Briggs Road/Holland Road, respectively.

With the incorporation of **Mitigation Measure MM-TR-1**, Project impacts to intersections will be reduced to a less than significant level. No Project-specific mitigation is required for roadway segments under this traffic analysis scenario.

4.16.6 Cumulative Impacts

The Project will have no impact that would result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks; or conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. The Project would have a less than significant impact that could result in inadequate emergency access. No cumulative impacts will occur.

As explained in greater detail in the preceding analysis, the Project will contribute to the generation of additional traffic on local and regional roadways. The Project is not consistent with the land use and density for the site as identified in the City's adopted General Plan; however, it is consistent with the General Plan's Circulation Element, i.e. 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.

As part of the analysis contained in the *TIA*, cumulative impacts were analyzed for existing with ambient growth (Year 2020) with Project with cumulative traffic conditions, and existing with ambient growth (Year 2040) with Project with cumulative traffic conditions. The analysis concluded that Project impacts would be less than significant and less than significant with mitigation incorporated under these two scenarios, respectively. Therefore, any cumulative impacts from Project implementation will not be considered cumulatively considerable.

4.16.7 Unavoidable Significant Adverse Impacts

Based on the analysis above, no significant adverse impacts were attributable to the Project on transportation resources.

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4.17 TRIBAL CULTURAL RESOURCES

4.17.1 Introduction

This Subchapter will evaluate the environmental impacts to the issue area of tribal cultural resources from implementation of the Project. Section V.17., Tribal 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 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)?
b. 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 the questions pertaining to issue areas a. and b., related to tribal cultural resources (in the questions asked above) **would** require further analysis in the Draft Environmental Impact Report (DEIR).

Standard conditions and mitigation measures were presented in the IS (Section V.5); the City of Menifee has since revised the approach taken on all projects throughout the City regarding mitigation and now uses all standard conditions for cultural resources. This Subchapter incorporates **Standard Conditions SC-CUL-1** through **SC-CUL-8**; after the re-categorization of the previous **Mitigation Measures MM-CUL-1** through **MM-CUL-8** as standard conditions, there are no longer any mitigation measures contained within this Subchapter or Subchapter 4.6 (Cultural Resources). These pertain to historical, cultural and paleontological resources, and would also encompass tribal cultural resources.

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

- *Cultural Resources Assessment Report for the Rockport Ranch Project Menifee, California*, prepared by Laguna Mountain Environmental, Inc., December 2017 (*CRA*, **Appendix E1**)
- *Native American Consultation Request for General Plan Amendment No. 2016-287, Specific Plan No. 2016-286, Change of Zone No. 2016-288, and Tract Map No. 2016-285,* prepared by City of Menifee, February 2017 (*SB18,* **Appendix E2**)
- *AB52 Formal Notification*, prepared by City of Menifee, January 2017 (**Appendix N1**)
- *SB18 Tribal Responses, January – March 2017* (**Appendix N2**)
- *AB52 Tribal Responses, January – March 2017* (**Appendix N3**)

Comment Letters Received on the Notice of Preparation (NOP)

Comment Letter #3 was received from the Native American Heritage Commission (dated 9/7/17) 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 Cultural Resources Assessment Report for the Rockport Ranch Project Menifee, California, prepared by Laguna Mountain Environmental, Inc., June 2017, revised July 2017. Please refer to the detailed discussion in Subchapter 4.6, Cultural Resources, of this DEIR.

Comment Letter #6 was received from the Rincon Band of Luiseño Indians (dated 10/4/17) regarding land use and planning in response to the NOP. Within this comment letter were the following comments pertaining to tribal cultural resources:

- The Project is located within the Luiseño Aboriginal Territory of the Luiseño people, and is also within Rincon's specific area of Historic Interest.
- The Rincon Band does not have information pertaining to cultural resources within or near the Project area.
- Cultural resources may be present; therefore, the EIR should address this concern.
- The EIR should also address the potential impact to natural resources that are essential to the continuance of traditional cultural resources of the Luiseño people.

Response: Impacts to cultural resources (which could include tribal cultural resources) were addressed in the Cultural Resources Section of the IS. The IS indicated:

> *"Because the Project site has experienced severe ground disturbances in the past, any buried archaeological resources would have already been uncovered or destroyed. However, in the unlikely event that archeological materials are uncovered during ground-disturbing activities, Mitigation Measures **MM-CUL-1** through **MM-CUL-4** 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. **MM-CUL-1** requires that a qualified archaeologist conduct an archaeological sensitivity training for construction personnel. **MM-CUL-2** requires that all ground-disturbing activities be halted or diverted away from the find and that a buffer of at least 50 feet be established around the find until an appropriate treatment plan is coordinated. This will satisfy the Soboba Tribe per their*

*request during consultation. **MM-CUL-3** requires that a qualified archaeological monitor be present during all construction excavations into non-fill sediments. **MM-CUL-4** requires that the archaeological monitor prepare a final report at the conclusion of archaeological monitoring. With implementation of **MM-CUL-1** through **MM-CUL-4**, impacts will be less than significant."*

*Since the preparation of the Initial Study, the issuance of the NOP and the Scoping Meeting, Mitigation Measures **MM-CUL-1** through **MM-CUL-4** have been changed to Standard Conditions **SC-CUL-1** through **SC-CUL-8**. The City has changed these to Standard Conditions, as they apply to all projects within the City. It should be noted that these Standard Conditions have the same weight as Mitigation Measures as it pertains to reducing Project impacts.*

A discussion of Project impacts to Tribal Cultural Resources is contained in the analysis below.

No comments regarding tribal cultural resources were received at the Scoping Meeting.

Therefore, the above issues a. and b., in addition to the issues identified in the IS/NOP (summarized above), are the focus of the following evaluation of tribal 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.

4.17.2 Environmental Setting

4.17.2.1 Geology and Climate/Meteorology, Project Setting and Surrounding Uses, and Cultural Setting

In order to reduce redundancies of analysis, please refer to the discussion of the environmental setting contained in Subchapter 4.6, Subsection 4.6.2 (Cultural Resources) of this DEIR, as it also applies to tribal cultural resources. Pertinent information is contained in the following Subsections in Subchapter 4.6:

- 4.6.2.1 Geology and Climate/Meteorology;
- 4.6.2.2 Project Site and Surrounding Uses;
- 4.6.2.3 Cultural Setting;
  - 4.6.2.3.a Paleoindian Period;
  - 4.6.2.3.b Early Archaic Period;
  - 4.6.2.3.c Late Prehistoric Period;
  - 4.6.2.3.d Ethnohistoric Period;
  - 4.6.2.3.e Historic Period; and
  - 4.6.2.3.f Menifee Area History.

4.17.2.2 Regulatory Setting

4.17.2.2.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.

4.17.2.2.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 4.17.5.

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.

4.17.2.2.c Local

City of Menifee General Plan

The following are the applicable General Plan Goals and 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 Luiseno 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.
  - **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.

4.17.3 Thresholds of Significance

As discussed in Subsection 4.17.1, the Project impacts to two (2) criteria pertaining to tribal cultural resources will be analyzed. According to 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 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).

b. 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.

4.17.4 Potential Impacts

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

Because the Project includes a General Plan Amendment and a Specific Plan, the Project is also subject to the requirements of SB18. 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.

With input from the Native American Heritage Commission (NAHC), SB18 Notices were sent to the following sixteen (16) Tribes on February 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;

- Cahuilla Band of Indians;
- La Jolla Band of Luiseño Indians;
- Los Coyotes Band of Mission Indians;
- Morongo Band of Mission Indians;
- Pala Band of Mission Indians;
- Pauma Band of Luiseño Indians – Pauma & Yuima Reservation;
- Pechanga Band of Mission Indians;
- Ramona Band of Cahuilla Mission Indians;
- Rincon Band of Mission Indians;
- San Luis Rey Band of Mission Indians;
- Santa Rosa Band of Mission Indians;
- Soboba Band of Luiseño Indians; and
- Torres-Martinez Desert Cahuilla Indians.

Based on the City's prior experience with and written request from potentially interested Tribes, AB52 Notices were sent to the following four (4) Tribes on January 5, 2017:

- Agua Caliente Band of Cahuilla Indians;
- Pechanga Band of Mission Indians;
- Rincon Cultural Resources Department; and
- Soboba Band of Luiseño Indians.

Responses were received from the following Tribes on the AB52 and SB18 notices:

- Agua Caliente Band of Cahuilla Indians;
- Augustine Band of Cahuilla Mission Indians;
- Pechanga Band of Mission Indians;
- Rincon Band of Mission Indians; and
- Soboba Band of Luiseño Indians.

Only the Pechanga Band of Mission Indians, Agua Caliente Band of Cahuilla Indians, and the Soboba Band of Luiseño Indians requested formal consultation. The formal calendar end of the 90-day consultation period was June 24, 2018.

Consultation was conducted with the Pechanga Band of Mission Indians and the Soboba Band of Luiseño Indians. The Pechanga Band of Mission Indians requested and was provided a copy of the *Cultural Resources Assessment Report for the Rockport Ranch Project Menifee, California*, prepared by Laguna Mountain Environmental, Inc., December 2017 (*CRA*, **Appendix E1**) on August 17, 2017. City Staff met with the Pechanga Band of Mission Indians on November 3, 2017, as the City has regular, on-going meetings with the Tribes, 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 **Standard Conditions SC-CUL-1** through **SC-CUL-8** (formerly Mitigation Measures **MM-CUL-1** through **MM-CUL-4**) 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 Soboba Band of Luiseño Indians indicated the City include language for "Inadvertent Archaeological Find", "Human Remains", "Native American (Soboba) Monitoring" and "Archaeologist Retained" for the Project. This language is provided in **Standard Conditions SC-CUL-1** through **SC-CUL-8**, which will ensure that the Project's potential to affect human remains (which may be encountered during ground-disturbing activities) would remain less than significant. The Soboba Band of Luiseño Indians did not request to conduct any monitoring during the ground-disturbing activities. The City has not received a conclusion letter pertaining to AB52 from the Soboba 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.

The Agua Caliente Band of Cahuilla Indians also requested and was provided a copy of the *CRA* on August 17, 2017. On August 24, 2017 the Agua Caliente Band of Cahuilla Indians sent the City a letter indicating closure of consultation on this Project.

The Augustine Band of Cahuilla Mission Indians provided the City with a "no comment" letter on April 7, 2017.

Lastly, the Rincon Band of Mission Indians provided the City with a "no comment" letter on March 6, 2017.

As stated previously, impacts to cultural resources (which could include tribal cultural resources) were addressed in the Cultural Resources Section of the IS. The IS indicated:

> *"Because the Project site has experienced severe ground disturbances in the past, any buried archaeological resources would have already been uncovered or destroyed. However, in the unlikely event that archeological materials are uncovered during ground-disturbing activities,* ***Mitigation Measures MM-CUL-1*** *through* ***MM-CUL-4*** *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.* ***MM-CUL-1*** *requires that a qualified archaeologist conduct an archaeological sensitivity training for construction personnel.* ***MM-CUL-2*** *requires that all ground-disturbing activities be halted or diverted away from the find and that a buffer of at least 50 feet be established around the find until an appropriate treatment plan is coordinated. This will satisfy the Soboba Tribe per their request during consultation.* ***MM-CUL-3*** *requires that a qualified archaeological monitor be present during all construction excavations into non-fill sediments.* ***MM-CUL-4*** *requires that the archaeological monitor prepare a final report at the conclusion of archaeological monitoring. With implementation of* ***MM-CUL-1*** *through* ***MM-CUL-4****, impacts will be less than significant."*

Since the preparation of the Initial Study, the issuance of the NOP and the Scoping Meeting, **Mitigation Measures MM-CUL-1** through **MM-CUL-4** have been changed to **Standard Conditions SC-CUL-1** through **SC-CUL-8**. The City has changed these to Standard Conditions, as they apply to all projects within the City. It should be noted that these Standard Conditions have the same weight as Mitigation Measures as it pertains to reducing Project impacts.

With implementation of **SC-CUL-1** through **SC-CUL-8** as outlined in Subsection 4.17.5 below, impacts to tribal cultural resources will be less than significant.

THRESHOLD b: **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 17.a. With implementation of **SC-CUL-1** through **SC-CUL-8** as modified, and outlined in Subsection 4.17.5, impacts to tribal cultural resources will be less than significant.

4.17.5 Avoidance, Minimization, Standard Conditions, and Mitigation Measures

Avoidance

No avoidance measures are required.

Minimization

No minimization measures are required.

Standard Condition(s)

Standard Condition SC-CUL-1, was 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-2** through **SC-CUL-8** have been modified/clarified since the IS and are presented below.

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).

Mitigation Measure(s)

No mitigation measures are required.

4.17.6 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 Project is the continued loss of these resources. The 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-1** through **SC-CUL-8**, as revised from the IS, the contribution of the Project to the cumulative loss of known and unknown tribal cultural resources throughout the City would be reduced to a less than significant level.

4.17.7 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 Conditions SC-CUL-1**, through **SC-CUL-1** through **SC-CUL-8**, as revised from the IS. 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.

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4.18 UTILITIES AND SERVICE SYSTEMS

4.18.1 Introduction

This Subchapter will evaluate the environmental impacts to the issue area of utilities and service systems from implementation of the Project. Section V.18., Utilities and Service Systems, of the Initial Study (IS, Subchapter 8.3, *Initial Study*) posed the following questions:

a. Would the Project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
b. Would the Project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
c. Would the Project 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?
d. Would the Project have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?
e. Would the Project have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?
f. Would the Project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?
g. Would the Project comply with federal, state, and local statutes and regulations related to solid waste?

Based on the analysis in the IS it was determined that the questions pertaining to issue areas f. and g., 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" to those issue areas as a result of implementation of the Project.

Based on the analysis in the IS, the remaining five (5) issue areas, a., through e., related to utilities and service systems, in the questions asked above, **would** be further analyzed in the DEIR.

Subsequent to the Initial Study being circulated and prior to the DEIR being completed, the City of Menifee revised its Initial Study checklist. These revisions were made based on the changes adopted in November 2018, by the State of California, to the guidelines for implementing the California Environmental Quality Act (CEQA), Appendix G Environmental Checklist Form. Issue area a. was deleted; issue area b. was re-lettered as a. and text was revised; issue area c. was deleted; issue area d. was re-lettered as c. and text was revised; issue area e. was re-lettered as c. The text revisions are outlined below and will be reflected in the DEIR and questions deleted from the (IS) checklist will not be analyzed in the DEIR.

Therefore, the following three (3) issue areas will be analyzed in the DEIR:

a. Require or result in the relocation or construction of new or expanded water, ~~or~~ wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause

significant environmental effects?

b. Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?
c. Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?

Standard requirements for erosion control and grading, including, a site drainage plan, Storm Water Pollution Prevention Plan (SWPPP), Water Quality Management Plan (WQMP), and wastewater (see **Standard Conditions SC-HYD-1** through **SC-HYD-4** in Subsection 4.10.5, and in 4.18.5, below) were discussed in the IS and will carry forward into this DEIR.

A standard requirement for solid waste (see **Standard Condition SC-USS-1** in Subsection 4.18.5, below) was also discussed in the IS and will carry forward into 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:

- *Rockport Ranch Specific Plan*, prepared by Consultants Collaborative, 8-5-2019 (**Appendix O**)
- GPEIR (Chapter 5.18 – Utilities and Service Systems) https://www.cityofmenifee.us/262/Draft-Environmental-Impact-Report
- El Sobrante Landfill Website / telephone conversation with Waste Management, Inc. employees on August 2, 2017
- Eastern Municipal Water District (EMWD), 2015 Urban Water Management Plan (*2015 UWMP*), June 2016 https://www.emwd.org/home/showdocument?id=1506
- EMWD, Water Shortage Contingency Plan, January 2016 https://www.emwd.org/use-water-wisely/water-shortage-contingency-plan
- Metropolitan Water District (MWD), 2015 Regional Urban Water Management Plan (*2015 RUWMP*), June 2016 http://www.mwdh2o.com/PDF%202016%20Background%20Materials%20Part%202/Metropolitan%20Draft%202015%20UWMP%20to%20MAs%20-%20Full%20Report%2012-17-2015_HiRes.pdf
- Water Efficient Guidelines for New Development, July 19, 2013 http://www.emwd.org/home/showdocument?id=6987
- EMWD Water/Sewer Will Serve Letter, March 12, 2018 (**Appendix J3**)
- 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 https://www.emwd.org/home/showdocument?id=16318
- 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
- Rockport historical well water usage e-mail received from Jason Greminger, Project Manager on May 16, 2018
- *Lake-Wetpond Water Supply Technical Memo,* prepared by Excel Engineering, April 25, 2018 (**Appendix J4**)
- *Rockport Ranch Energy Conservation Assessment (RECON 8149)*, dated March 6, 2019, prepared by RECON Environmental, Inc. (*ECA*, **Appendix Q**)

No comments regarding utilities and service systems were received in response to the Notice of Preparation or at the Scoping Meeting.

Therefore, the above issues, a. through c. are the focus of the following evaluation of utilities and service systems.

4.18.2 Environmental Setting

4.18.2.1 Water

Water service for potable residential use and fire service to the Project will be provided by Eastern Municipal Water District (EMWD). Two (2) existing water mains are located on Old Newport Road; one 8" and one 36" concrete-mortar lined and coated (CML&C) water pipes. Briggs Road contains a 12" and a 36" CML&C pipes. One 36" CML&C pipe is located under Tres Lagos Drive. Reference **Figure 3-8, *Water Plan***, provided in Chapter 3 of his DEIR.

EMWD is a public water agency, formed in 1950 by popular vote pursuant to the California Municipal Water District Law. In 1951, EMWD was annexed into the service area of the Metropolitan Water District of Southern California (MWD) and is one of MWD's 26 member agencies.

Initially, EMWD's primary role was to deliver imported water to supplement local groundwater to serve mostly agricultural demand. Over time, EMWD's services have expanded to include delivery of treated imported water for domestic use, ground water production, groundwater basin management, desalination, water filtration, wastewater collection and treatment, and regional recycled water service for agricultural and non-potable domestic applications. EMWD presently operates its water supply system under a system permit issued by the California Department of Public Health (CDPH).

Presently, EMWD has four sources of water supply:

- Potable groundwater;
- Desalinated groundwater;
- Recycled water; and
- Imported water from MWD.

EMWD's service area currently has an estimated population of 761,221 (includes a retail population of 546,146 people and a wholesale population of 215,075 people). EMWD provides water directly or indirectly through the following agencies:

- City of Hemet;
- City of Perris Water System;
- City of San Jacinto;
- Nuevo Water Company;
- Western Municipal Water District Murrieta Division;
- Rancho California Water District (RCWD);
- Lake Hemet Municipal Water District; and
- Hemet-San Jacinto Watermaster

The EMWD Board of Directors adopted an updated 2015 Urban Water Management Plan (*2015 UWMP*) in June 2016. The *2015 UWMP* plan details EMWD's demand projections and provides information regarding EMWD's supply. Demand for EMWD included in the *2015 UWMP* is calculated across EMWD's service area and is not project-specific. The majority of EMWD's existing and planned demand is and will be met through imported water delivered by MWD. The *2015 UWMP* relies heavily on information and assurances included in the 2015 MWD Regional Urban Water Management Plan (2015 *RUWMP*) when determining supply reliability.

To ensure that planning efforts for future growth are comprehensive, EMWD incorporates regional projections in the *2015 UWMP*. The 2015 populations for EMWD and its sub agencies were primarily estimated using data from the 2014 American Community Survey at the Census tract level. An overlay of the Census tracts and the respective agency service areas in Geographic Information Systems was used to attribute populations to each agency. Projections for the remainder of the planning period (2020 – 2040) were prepared based on EMWD's proposed development projects and land uses within EMWD's borders as well as current demographic information such as household size. A significant amount of EMWD's service area is undeveloped. As shown below in **Table 4.18-1, *Current and Projected Population***, below, the population in EMWD's service area over the next 25 years is forecast to increase by more 500,000 people, a 67% increase over the 2015 population.

Table 4.18-1
Current and Projected Population

EMWD Service Area	2015	2020	2025	2030	2035	2040
Retail Population Served[1,2]	546,146	617,100	699,800	784,100	864,200	939,100
Wholesale Population Served[3,4]	215,075	239,400	267,300	291,100	314,400	335,500
Total Population Served	761,221	856,500	967,100	1,075,200	1,178,600	1,274,600

Source: Chapter 3, System Description, Tables 3-3 & 3-4, *2015 UWMP*, p. 3-6
Notes:
[1] Retail population for 2015 was estimated using the California State Water Resources Control Board (SWRCB) reporting method using 2010 Census data and the American Community Survey for 2014. The California Department of Water Resources (DWR) pre-approved EMWD's methodology for estimating population.
[2] Retail population projections for 2020-2040 were estimated using EMWD's Database of Projects and the 2015 SWRCB estimated population. DWR pre-approved EMWD's methodology for estimating population.
[3] Wholesale population for 2015 was estimated using GIS and 2010 Census tract data.
[4] Wholesale population projections for 2020-2040 were estimated using EMWD's Database of Projects and the 2015 population. DWR pre-approved EMWD's methodology for estimating population.

According to 2015 figures, imported water (treated, locally treated & raw) accounted for approximately 46 percent (46%) of the total water supply, while local potable groundwater

accounted for approximately 12 percent (12%), desalted groundwater was approximately 6 percent (6%), and recycled water was approximately 36 percent (36%). **Table 4.18-2, *Total Historical and Current Water Supply by Source (AFY) 2010-2015***, below, lists the past supply quantities by source. AFY means acre-feet per year, with one acre-foot being the volume of one acre of surface area to a depth of one foot.

Table 4.18-2
Total Historical and Current Water Supply by Source (AFY) 2010-2015

Type	Source	2010	2011	2012	2013	2014	2015
Imported – Treated	MWD	49,709	46,979	53,181	52,293	52,910	36,828
Imported – Locally Treated	MWD	16,629	16,266	18,283	18,154	21,616	18,628
Imported – Raw	MWD	512	691	554	764	768	941
Groundwater	Hemet/San Jacinto and West San Jacinto Basins	15,748	17,465	15,490	18,824	12,037	15,252[1]
Desalination	West San Jacinto Basin	5,787	5,706	5,665	4,800	6,776	7,288
Recycled	EMWD Regional Water Reclamation Facilities	46,451	45,756	46,021	47,638	46,872	44,150
Total		**134,836**	**132,863**	**139,194**	**142,473**	**140,979**	**123,087**

Source: Chapter 6, System Supplies, Table 6-1, *2015 UWMP*, p. 6-2
Notes: [1] Includes raw, brackish groundwater used to augment the recycled water system.

EMWD plans to meet increases in projected demands through a combination of local supply development and ongoing water conservation. EMWD is in the process of completing master planning documents that investigate optimal supply portfolios to meet the agency's needs.

Future supply projects described in the *2015 UMWP* include: continuing full utilization of recycled water, expansion of the desalter program, increasing local groundwater banking, and developing additional regional water transfers and exchanges.

Reasonably available volumes from local supply development were incorporated into EMWD's supply projections (2015-2040), and are presented below in **Table 4.18-3, *Total Projected Water Supply (AFY)***.

Table 4.18-3
Total Projected Water Supply (AFY)

Supply	2015	2020	2025	2030	2035	2040
Retail						
Imported Water	56,397	81,197	89,097	100,497	111,597	122,097
Groundwater	15,252	12,303	12,303	12,303	12,303	12,303
Desalinated Groundwater	7,288	7,000	10,100	10,100	10,100	10,100
Recycled Water	44,150	45,245	48,334	50,017	51,800	53,300
Total Retail Supply	123,087	145,745	159,834	172,917	185,800	197,800
Wholesale						
Imported Water	21,768	50,500	54,100	57,700	61,200	64,800
Recycled Water	1,235	1,656	4,766	5,183	5,600	5,600
Total Wholesale Supply	23,003	52,156	58,886	62,883	66,800	70,400
Total Water Supply	**146,090**	**197,901**	**218,700**	**235,800**	**252,600**	**268,200**

Source: Executive Summary, Section ES-4, Table ES-3, *2015 UWMP*, p. xiv

EMWD relies on MWD for the majority of its potable water supply. Over the past five years, deliveries from MWD to EMWD's retail service area ranged between 56,397 AF and 75,294 AF. In 2015, approximately 40 percent (40%) of EMWD's total retail supply was imported water delivered through MWD. Reduced imported water use in 2015 was a direct result of the mandatory restrictions put in place by the California State Water Resources Control Board (SWRCB) to meet a statewide reduction of 25 percent (25%).

Chapter 6 of the *2015 UWMP* details the present and projected future system supplies. EMWD has developed a number of local supplies to offset imported water demand including recycled water, groundwater, and desalinated groundwater. EMWD's planned supply projects will increase supply reliability to mitigate against impacts to supply during dry and multi-dry years.

EMWD is in the process of completing master planning documents for wastewater, water and recycled water supplies and facilities that include 1) the Water Supply Strategic Plan, and 2) the Recycled Water Strategic and Master Plan. These plans build on the existing EMWD 2008 Integrated Resource Plan (IRP).

- EMWD will expand desalting, local treatment of imported water, and increase the amount of water being delivered from both the Mills and Skinner Water Treatment Plants;
- The Recycled Water Strategic and Master Plan examines several options for the expansion of recycled water use in EMWD's service area and considers the current and potential constraints and opportunities for reducing discharge and increasing use of recycled water;
- EMWD's expected future water supply projects and programs are discussed in the Sections 6.9.1 through 6.9.6 of the *2015 UWMP*.

Those projects that have a quantifiable increase in supply and are reasonably expected to be implemented over the next 25 years are summarized below in **Table 4.18-4, *Expected Future Retail Water Supply Projects or Programs.*** While other projects and programs are likely to be implemented in the future, they were not included in EMWD's supply projections.

Table 4.18-4
Expected Future Retail Water Supply Projects or Programs

Name of Future Project or Program	Joint Project with other agencies?		Description	Planned Implementation Year	Planned for Use in Year Type	Expected Increase in Water Supply to Agency
	Y/N	If Yes, Agency Name				
San Jacinto ERRP[1,2]	Yes	Inland Empire Utilities Agencies, Orange County Water District, San Bernardino Valley Municipal Water District, Western Municipal Water District, DWR	Project to be completed in phases and includes conjunctive use of groundwater recharge and storm-water capture.	2020	Multi-Dry Year	45,000 AFY
Moreno Valley Groundwater Development	No	--	Completion of up to 3 new wells in the Moreno Valley area	2020	Average Year	2,000 AFY
North Perris Groundwater Development	No	--	Completion of a new well in the North Perris area	2020	Average Year	1,000 AFY
Perris II Desalter	Yes	Army Corps of Engineers	Project includes 4 new wells, 2 of which will be drilled by the Army Corps of Engineers.	2020	Average Year	3000-6,000 AFY
Full Utilization of Recycled Water (Potential IPR)	No	--	Advanced treated recycled water used to recharge the Hemet/San Jacinto Basin	2020-2040	Average Year	18,500 AFY

Source: Chapter 6, System Supplies, Table 6-16, *2015 UWMP*, p. 6-28
Notes:
[1] EMWD is planning on meeting future demands with additional imported water. Implementation of future water supply projects or programs would be expected to result in reduced imported water usage with the exception of the Enhanced Recharge and Recovery Program (ERRP) project. The ERRP will include the use of imported water stored for dry weather use.
[2] Phase 1 of the ERRP is EMWD's contribution to the Santa Ana River Conservation & Conjunctive Use Program. In addition to partnering with the Santa Ana Watershed Project Authority agencies, coordination will be required with the Hemet-San Jacinto Watermaster.
[3] While the implementation of Indirect Potable Reuse Program (IPR) is a potential future supply project, the volume is not included in EMWD's supply projections in DWR Table 6-9 for retail.

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. EMWD, like other member agencies, receives deliveries at different points in the system and pays for the service through a rate structure made up of multiple components.

Each year member agencies advise MWD how much water they anticipate they will need during the next five years. MWD then works with member agencies to develop forecasts of long-term future water supply.

MWD delivers supply to member agencies from two sources, the Colorado River Aqueduct (CRA), which it owns and operates, and the State Water Project (SWP), owned and operated by the DWR.

The 2015 MWD Regional Urban Water Management Plan (*2015 RUWMP*) provides a comprehensive summary of Metropolitan's demand and supply outlook through 2040. As a reporting document, the *2015 RUWMP* is updated every five years to reflect changes in water demand and supply projections.

Key reporting points of *2015 RUWMP* include:

- MWD has supply capabilities that would be sufficient to meet expected demands from 2020 through 2040 under single dry-year and multiple dry-year hydrologic conditions, as well as average year hydrologic conditions.
- MWD has comprehensive plans for stages of actions it would undertake to address up to a 50 percent reduction in its water supplies and a catastrophic interruption in water supplies through its Water Surplus and Drought Management and Water Supply Allocation Plans. MWD also developed an Emergency Storage Requirement to mitigate against potential interruption in water supplies resulting from catastrophic occurrences within the Southern California region, including seismic events along the San Andreas fault. In addition, MWD is working with the State on the Delta Risk Management Strategy to reduce the impacts of a seismic event in the Delta that would cause levee failure and disruption of SWP deliveries.
- MWD will continue investments in water use efficiency measures to help the region achieve the 20 percent per person potable water use reduction by 2020.
- MWD has plans for supply implementation and continued development of a diversified resource portfolio including programs in the CRA, SWP, Central Valley storage and transfers programs, local resource projects, and in-region storage that enables the region to meet its water supply needs.
- MWD has a collaborative process for its planning initiatives, including the preparation of the *2015 RUWMP*.

It is emphasized, as stated above, MWD has determined it is able to meet the demands of all member agencies, inclusive of EMWD, through 2040.

Treated potable water is available from the Mills Water Treatment Plant and through the Skinner Water Treatment Plant. EMWD also owns and operates two water filtration plants that treat raw imported water: Perris Water Treatment Plant and Hemet Water Treatment Plant. Raw imported water is also used for recharge purposes and to meet agricultural demands.

MWD does not provide supply projections for each member agency. Instead MWD uses a regional approach to developing projections. MWD calculates the demand for the entire region as discussed in Appendix A.1 (Demand Forecast) of the *2015 RUWMP*. Using information about existing and proposed local projects, MWD then determines the amount of imported water supply and demand. Throughout the preparation of the *2015 UWMP*, EMWD has provided to MWD information about local supply and projects, clarifications on boundary information, and population projections. Based on this information and information provided by other member agencies, MWD has determined it is able to meet the demands of all member agencies through 2040.

EMWD's primary retail customers can be divided into residential, commercial, industrial, institutional and landscape sectors. Given the projected increase in population, water use by customer type will increase as shown below in **Table 4.18-5, *Potable Retail Accounts by Customer Type – Actual and Projected***.

Table 4.18-5
Potable Retail Accounts by Customer Type – Actual and Projected

	Actual			Projected				
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/ Governmental	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
Agricultural Irrigation	200	100	700	700	700	700	700	700
Total	**118,400**	**138,700**	**147,300**	**165,900**	**186,200**	**206,900**	**226,900**	**246,200**

Source: Chapter 4, System Water Use, Table 4-1, *2015 UWMP*, p. 4-2
Notes:
[1] Landscape accounts are projected to remain constant/decrease over time due to anticipated conversion to recycled water.

In addition to retail customers, EMWD provides wholesale water to other agencies. Actual and projected sales are provided below in **Table 4.18-6, *Wholesale Water to Other Agencies 2005-2040***.

Table 4.18-6
Wholesale Water to Other Agencies 2005-2040 (AFY)

	Actual			Projected				
Water Agency	**2005**	**2010**	**2015**	**2020**	**2025**	**2030**	**2035**	**2040**
City of Hemet	100	0	0	0	0	0	0	0
City of Perris Water System	1,900	1,700	1,542	1,800	1,900	2,000	2,100	2,200
City of San Jacinto	0	0	0	0	0	0	0	0
Nuevo Water Company	800	600	247	400	500	600	600	700
Murrieta Water Company	100	600	--	--	--	--	--	--
Western Municipal Water District Murrieta Division	--	--	728	2,500	3,900	5,200	6,500	7,900
Rancho California Water District	26,300	21,900	14,940	33,600	35,200	36,900	38,600	40,200
Lake Hemet Municipal Water District[1]	100	1,300	4,311	4,700	5,100	5,500	5,900	6,300
Hemet-San Jacinto Watermaster[1]	0	0	0	7,500	7,500	7,500	7,500	7,500
Total	**29,300**	**27,100**	**21,768**	**50,500**	**54,100**	**57,700**	**61,200**	**64,800**

Source: Chapter 4, System Water Use, Tables 4-5, 4-6 & 4-7, *2015 UWMP*, pp. 4-5 & 4-6
Notes:
[1] Sales of water to Lake Hemet are for non-potable supplies used to meet agricultural demand; deliveries to Lake Hemet water District may be in the form of recharge managed through the Hemet/San Jacinto Water Management Plan.
[2] Water to the Hemet-San Jacinto Watermaster is for groundwater recharge that will occur under the Hemet/San Jacinto Water Management Plan.

In addition to potable and raw water demands, EMWD also uses recycled water for beneficial uses such as municipal, industrial, landscape, agricultural, and environmental use. Total current and projected retail and wholesale recycled water demands along with retail and wholesale total potable and raw water use, are summarized below in **Table 4.18-7, *Total Water Demands 2015-2040***.

Table 4.18-7
Total Water Demands 2015-2040

	Actual	Projected				
Water Demands	**2015**	**2020**	**2025**	**2030**	**2035**	**2040**
Retail						
Potable and Raw Water	78,937	100,500	111,500	122,900	134,000	144,500
Recycled Water Demand	44,150	45,245	48,334	50,017	51,800	53,300
Total Retail Demand	123,087	145,745	159,834	172,917	185,800	197,800
Wholesale						
Potable and Raw Water	21,768	50,500	54,100	57,700	61,200	64,800
Recycled Water Demand	1,235	1,656	4,766	5,183	5,600	5,600
Total Wholesale Demand	23,003	52,156	58,866	62,883	66,800	70,400
Total Retail & Wholesale Water Demands	**146,090**	**197,901**	**218,700**	**235,800**	**252,600**	**268,200**

Source: Chapter 4, System Water Use, Tables 4-8 & 4-9, *2015 UWMP*, p. 4-6.

Distribution System Water Losses

Water loss is a combination of apparent losses and real losses. Apparent losses are attributed to unauthorized consumption, customer metering inaccuracies and systematic data handling errors. Real losses are attributed to such physical water losses as leakage along the pipe system, at the storage tanks, or at the service connections. Real losses in EMWD's potable system are highest where pipelines are older and smaller in size, especially in the Hemet and San Jacinto areas that were once owned by the Fruitvale Mutual Water Company. EMWD tracks pipe leaks and identifies pipes for replacement as part of its capital improvement program.

EMWD used the American Water Works Association (AWWA) water system balance methodology to quantify water loss for fiscal year (FY) 2014/2015. This water loss represents the most recent 12-month period calculated using the AWWA methodology. While EMWD provides both retail and wholesale services, and generally reports these services separately throughout the *2015 UWMP*, its physical facilities are shared. Therefore, losses cannot be easily attributed to one system or the other. For this reason, all of EMWD's water losses for this 12-month period are reported in a single table. **Table 4.18-8, *EMWD's 12 Month Water Loss Audit Reporting FY 2014/2015***, below, summarizes the water loss results of the AWWA water audit for EMWD's combined retail and wholesale system.

Table 4.18-8
EMWD's 12 Month Water Loss Audit Reporting FY 2014/2015

Reporting Period Start Date	Volume of Water Loss[1,2,3]
07/2014	4,183 AF

Source: Chapter 4, System Water Use, Tables 4-10, *2015 UWMP*, p. 4-7
Notes:
[1] EMWD's retail and wholesale physical facilities are shared. Therefore, losses cannot be easily attributed to one system or the other. For this reason, all of EMWD's water losses are reported in the DWR Table 4-4 for retail.
[2] Water Loss includes Real losses (3,497 AF) and Apparent losses (686 AF).
[3] Taken from the field "Water Losses" (a combination of apparent losses and real losses) from the AWWA worksheet.

Water Supply Reliability Assessment

As stated above, the majority of EMWD's current and projected water supplies are imported through MWD. MWD's resource management strategy depends on improving the reliability and availability of imported water supplies, increasing local storage and developing local resources. In MWD's *2015 RUWMP*, MWD evaluated challenges to supply reliability, including drought conditions, environmental regulations, water quality concerns, infrastructure vulnerabilities to natural disaster, and responses to variations in water supply availability from year to year.

MWD is facing significant challenges in providing adequate, reliable and high-quality supplemental water for Southern California. Dry conditions have impacted water supply reliability on both the SWP and the CRA requiring MWD to make significant withdrawals from its storage reserves. MWD has progressively taken action to address these challenges including; increasing incentives for conservation and recycled water conversion, augmenting supplies through transfers and exchanges, and modifying its distribution system to increase CRA delivery capabilities. In 2015, MWD also implemented Level 3 (15 percent regional reduction) of its Water Supply Allocation Plan allocating water to its member agencies to preserve limited storage. MWD's forecast shows that under multiple-dry year hydrology, MWD could face

reduced supply capabilities during the next three years. EMWD will respond to any potential shortages by reducing demand through its Water Shortage Contingency Plan (WSCP).

Moving forward, flexible and adaptive regional planning strategies are required. MWD's continued progress in developing a diverse resource will allow it to meet the region's water supply needs.

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 is relying 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. This is discussed in greater detail, below.

Average Year

The average water year selected by EMWD uses the historic average hydrology of years 1922-2004. EMWD will have sufficient supplies to meet both retail and wholesale demands from 2020 to 2040 under average year conditions, as shown below in **Table 4.18-9, *Projected Water Supply and Demand Comparison (AFY) - Average Year Hydrology***.

Table 4.18-9
Projected Water Supply and Demand Comparison (AFY)
Average Year Hydrology[1]

	2020	2025	2030	2035	2040
Retail					
Supply	145,745	159,834	172,917	185,800	197,800
Demand	145,745	159,834	172,917	185,800	197,800
Difference	0	0	0	0	0
Wholesale					
Supply	52,156	58,866	62,883	66,800	70,400
Demand	52,156	58,866	62,883	66,800	70,400
Difference	0	0	0	0	0
Total Projected Supply	**197,901**	**218,700**	**235,800**	**252,600**	**268,200**
Total Projected Demand	**197,901**	**218,700**	**235,800**	**252,600**	**268,200**
Shortfall/Surplus	**0**	**0**	**0**	**0**	**0**

Source: Chapter 7, Water Supply Reliability Assessment, Tables 7-4 & 7-5, *2015 UWMP*, p. 7-10
Notes:
[1] The average water year selected by EMWD uses the historic average hydrology of years 1922-2004.

Single-Dry Year

The single-dry year represents the year with the lowest water supply available to the agency. EMWD's single-dry year is represented using 1977 hydrologic conditions.

EMWD's Water Supply Strategic Plan (2016) conducted a study to analyze potential changes in demand due to dry, hot conditions. The study estimated up to a 14 percent increase in retail water demand could occur under these conditions.

The *2015 UWMP* has developed programs to help accommodate increases in demand during dry years including the planned Enhanced Recharge and Recovery Program (ERRP) project which would allow EMWD to rely more heavily on groundwater supplies to meet demand in dry years. Additionally, EMWD would/could import more water from MWD to meet increases in demand.

Despite an increase in demands, EMWD will have sufficient supplies to meet both retail and wholesale demands from 2020 to 2040 under single-dry year conditions, as shown below in **Table 4.18-10, *Projected Water Supply and Demand Comparison (AFY) - Single-Dry Year Hydrology***.

Table 4.18-10
Projected Water Supply and Demand Comparison (AFY) - Single-Dry Year Hydrology[1]

	2020	2025	2030	2035	2040
Retail					
Supply	166,300	182,400	197,400	212,000	225,700
Demand	166,300	182,400	197,400	212,000	225,700
Difference	0	0	0	0	0
Wholesale					
Supply	58,500	66,200	70,700	75,200	79,300
Demand	58,500	66,200	70,700	75,200	79,300
Difference	0	0	0	0	0
Total Projected Supply	224,800	248,600	268,100	287,200	305,000
Total Projected Demand	224,800	248,600	268,100	287,200	305,000
Shortfall/Surplus	0	0	0	0	0

Source: Chapter 7, Water Supply Reliability Assessment, Tables 7-6 & 7-7, *2015 UWMP*, p. 7-11
Notes:
[1] The single-dry year represents the year with the lowest water supply available to the agency. EMWD's single-dry year is represented using 1977 hydraulic conditions.

Multiple-Dry Year

The multiple-dry year period represents the lowest average water supply availability to the agency for a consecutive three-year period. EMWD's multiple-dry year period is represented using hydrologic conditions similar to the 1990-1992 period.

EMWD analyzed demands during the 1990-1992 hydrologic period and found an overall increase in demands of 14 percent of average in the first year of the multiple-dry year period. Demands during these conditions decreased to 88 percent of average during the second year, likely as the result of conservation messaging, followed by 92 percent of average in the third year.

EMWD applied these demand fluctuations to its demand projections for a multiple-dry year period. During periods of increase demands, EMWD would be able to utilize stored groundwater from the proposed ERRP project or import more water from MWD to meet

demands, if needed.

Based on the above, EMWD will have sufficient supplies to meet both retail and wholesale demands from 2020 to 2040 under multiple-dry year conditions, as shown below in **Table 4.18-11, *Projected Water Supply and Demand Comparison (AFY) - Multiple-Dry Year Hydrology***.

Table 4.18-11
Projected Water Supply and Demand Comparison (AFY) - Multiple-Dry Year Hydrology[1]

		2020	2025	2030	2035	2040
Retail						
First Year	Supply	166,300	182,400	197,400	212,000	225,700
	Demand	166,300	182,400	197,400	212,000	225,700
	Difference	0	0	0	0	0
Second Year	Supply	142,500	155,400	167,400	179,000	190,100
	Demand	142,500	155,400	167,400	179,000	190,100
	Difference	0	0	0	0	0
Third Year	Supply	149,500	162,700	175,100	186,900	198,600
	Demand	149,500	162,700	175,100	186,900	198,600
	Difference	0	0	0	0	0
Wholesale						
First Year	Supply	58,500	66,200	70,700	75,200	79,300
	Demand	58,500	66,200	70,700	75,200	79,300
	Difference	0	0	0	0	0
Second Year	Supply	48,500	54,700	58,200	61,700	64,900
	Demand	48,500	54,700	58,200	61,700	64,900
	Difference	0	0	0	0	0
Third Year	Supply	52,000	61,100	61,100	64,600	68,000
	Demand	52,000	61,100	61,100	64,600	68,000
	Difference	0	0	0	0	0
Total Projected Supply & Demand						
First Year	Supply	224,800	248600	268,100	287,200	305,000
	Demand	224,800	248600	268,100	287,200	305,000
	Shortfall/Surplus	**0**	**0**	**0**	**0**	**0**
Second Year	Supply	191,000	210100	225,600	240,700	255,000
	Demand	191,000	210100	225,600	240,700	255,000
	Shortfall/Surplus	**0**	**0**	**0**	**0**	**0**
Third Year	Supply	201,500	223800	236,200	251,500	266,600
	Demand	201,500	223800	236,200	251,500	266,600
	Shortfall/Surplus	**0**	**0**	**0**	**0**	**0**

Source: Chapter 7, Water Supply Reliability Assessment, Tables 7-8 & 7-9, *2015 UWMP*, p. 7-12
Notes:
[1] The multiple-dry year period represents the lowest average water supply availability to the agency for a consecutive three-year period. EMWD's multiple-dry year period is represented using hydraulic conditions similar to the 1990-1992 period.

As stated previously, it is anticipated that the majority of water for future development, including the Project, will be supplied by imported water from MWD. MWD does not place imported water limits on a member agency but predicts the future water demand based on regional growth information. MWD stated in its *2015 RUWMP* that MWD would have the ability to meet all member agencies' projected supplemental demand through 2040 even under a repeat of

historic drought scenarios.

In January of 2016, EMWD updated its WCSP. In the case of shortage, EMWD will reduce demand using significant penalties for wasteful water. EMWD's WSCP details the plan for demand reduction for several stages of shortage through a 50 percent of greater reduction. Additional information about contingency planning is included in Chapter 8 of the *2015 UWMP*.

On January 17, 2014, Governor Jerry Brown officially declared a drought emergency for the State of California after one of the driest years on record (2013).

On April 24, 2014, the Governor declared a proclamation of a continued state of emergency and issued an executive order calling on all Californians to redouble their efforts to conserve water.

Nearly a year later on April 1, 2015, Governor Brown issued a new executive order requiring a mandatory 25 percent reduction in demand on average compared to 2013. Two additional executive orders extended the emergency regulation but allowed for revisions to account for improved water conditions.

Through the fall of 2015, the state continued to experience dry conditions with reservoirs, rainfall, and the snow pack remaining critically low. In response, EMWD implemented mandatory water use reductions varying from Stage 3c to Stage 4b of its WSCP during 2016.

Since then, hydraulic and water supply conditions have significantly improved for the vast majority of the State, with 2016/17 snowfall and precipitation approaching record levels and reservoirs storage throughout northern and southern California showing strong recovery. Additionally, supplies to meet full service demands are available from MWD, and MWD's surface and groundwater storage on the State Water Project system, Lake Mead storage on the Colorado River system, and storage within the district are also increasing. Local water supply conditions are improving, as well, with active groundwater recharge in the Hemet-San Jacinto Basin and EMWD's recycled water storage approaching capacity.

Effective April 7, 2017, Governor Brown announced 1) an end to the drought state of emergency and, 2) the State's transition to a permanent framework for water conservation. EMWD subsequently moved the district out of Stage 3c (mandatory reduction) to Stage 2 (voluntary reduction) of its WSCP.

Current actions are consistent with EMWD contingency planning.

4.18.2.2 Wastewater

Wastewater generated from the four (4) existing homes on the Project site is currently treated via on-site septic systems.

Implementation of the 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 (Perris Valley Regional Water Reclamation Facility).

Wastewater will generally flow south toward a connection to a 27" vitrified clay pipe (VCP) located at Tres Lagos Drive, which will convey wastewater flows offsite to a processing station located approximately 5 miles west of the Project site. Reference **Figure 3-10, *Sewer Plan***, provided in Chapter 3 of his DEIR.

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, 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) Perris Valley RWRF. 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 4.18-12, *Regional Water Reclamation Facilities (RWRF's) Treatment Capacity (AFY) and Volumes (AF)***.

Table 4.18-12
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)	Treat-ment 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
Notes:
[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 4.18-12**, 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 4.18-13, *Regional Water Reclamation Facilities (RWRF's) Typical Daily Flows/Current Capacity/Ultimate Capacity – Million Gallons Per Day (MGD)***.

Table 4.18-13
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)
Notes:
[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 Project will ultimately be treated and disposed of by EMWD's existing Perris Valley Regional Water Reclamation Facility (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.

4.18.2.3 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 2017, approximately 46,431 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 2005 and 2017 the amount of recycled water as a percentage of supply increased from 31% to 35%, and the percentage of imported water supply from MWD was subsequently reduced from 55% to 49%, as shown below in **Table 4.18-14, *Recycled Water as a Percentage of Total Water Supply 2005 and 2017***.

Table 4.18-14
Recycled Water as a Percentage of Total Water Supply 2005 and 2017

Water Supply Source	2005	2017
MWD (Imported Water)	55%	49%
Recycled Water	31%	35%
Local Groundwater	13%	11%
Desalinated Groundwater	1%	5%
Total Water Supply	**100% (140,469 AF)**	**100% (133,505 AF)**

Source: Introductory Section, Water Supply and Reliability, EMWD Comprehensive Annual Financial Report For the Fiscal Year Ended June 30, 2017, p. 2

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 4.18-15, *Temecula Valley RWRF Expansion Project***, below:

Table 4.18-15
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. An existing 18” polyvinyl chloride (PVC) recycled water line is located approximately 0.25 miles west of the Project on Old Newport Road. 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).

4.18.2.4 Related Regulations

4.18.2.4.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.

4.18.2.4.b State

California Water Quality Laws

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 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.

AB 1881 – Model Water Efficient Landscape Ordinance 2006

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 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 (305), no WSA is required for the Project.

4.18.2.4.c Local

Eastern Municipal Water District

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 4.18.5 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.

4.18.3 Thresholds of Significance

As discussed in Subsection 4.18.1, above, the Project impacts to three (3) criteria pertaining to utilities and service systems 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. Require or result in the relocation or construction of new or expanded water, ~~or~~ wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?
b. Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?
c. Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?

The question posed in the IS, and as modified by the revised CEQA guidelines, 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.

4.18.4 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, the construction or relocation of which could cause significant environmental effects?

Less Than Significant with Mitigation Incorporated

Water

A residential daily water usage rate of 265 gallons per day (gpd) was utilized for this Project. This results in a residential Project total water usage of 80,825 gpd (305 units x 265 gpd). Potable water is provided to the Project site by EMWD.

Based on this demand, the Project has been designed for 8" polyvinyl (PVC) pipe to service the Project. Several existing connection points are located under streets adjacent to the Project. Two (2) existing water mains are located on Old Newport Road; one 8" and one 36" concrete-mortar lined and coated (CML&C) water pipes. Briggs Road contains a 12" and a 36" CML&C pipes. One 36" CML&C pipe is located under Tres Lagos Drive. Three (3) potable water connections to the Project will be made from existing water lines underneath Tres Lagos Drive at the Project entrance, at the entrance on Briggs Road, and the last connection on Old Newport Road at the Project entrance.

Water infrastructure facilities that are located within public rights-of-way shall be maintained by EMWD. Once connections to EMWD are made, 8" PVC pipes will convey water into the Project. Water lines will be placed underneath each internal private street in accordance with EMWD design standards.

The Project does not meet the threshold for the preparation of a Water Supply Assessment (WSA). That threshold is 500 equivalent dwelling units (EDUs). The Project only proposes 305 EDUs. The lake, which will also create water demand, will be primarily supplied with on-site well water. Because the lake will not be served from EMWD's system, it does not need to be included for purposes of a WSA and therefore does not contribute to the overall Project EDUs.

If this were to change and water demand were to come from another source, the water demand to replenish the seepage and evaporation losses should be considered as an annual total for the purposes of the WSA. Based on the data provided in the *Lake-Wetpond Water Supply Technical Memo,* prepared by Excel Engineering, April 25, 2018 (**Appendix J4**), the losses are estimated to total roughly 3.8 million cubic feet over the course of a year. This estimate is conservative, as it does not account for any natural replenishment that may be provided through rainfall. The estimate also utilizes evapotranspiration as a proxy for actual evaporation rates, which tend to be lower. When considering medium density residential development, EWMD typically assumes a flow factor of 440 gallons per day per dwelling unit, which places the water demand from the lake equivalent to roughly 180 dwelling units, putting the proposed project under the 500 dwelling unit threshold required to trigger a WSA.

According to the Will Serve letter, EMWD is willing to provide water service to the Project. The provision of service is contingent upon the necessary arrangements in accordance with EMWD rules and regulation. Further arrangements for service from EMWD may also include plan check, facility construction, inspection, jurisdictional annexation and payment of financial participation fees.

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.

Based on this, EMWD will have sufficient supplies to meet both retail and wholesale demands from 2020 to 2040 under average year conditions, as shown in **Table 4.18-9, *Projected Water Supply and Demand Comparison (AFY) - Average Year Hydrology***, above. In addition, despite an increase in demands, EMWD will have sufficient supplies to meet both retail and wholesale demands from 2020 to 2040 under single-dry year conditions, as shown in **Table 4.18-10, *Projected Water Supply and Demand Comparison (AFY) - Single-Dry Year Hydrology***, above. Lastly, EMWD will have sufficient supplies to meet both retail and wholesale demands from 2020 to 2040 under multiple-dry year conditions, as shown in **Table 4.18-11, *Projected Water Supply and Demand Comparison (AFY) - Multiple-Dry Year Hydrology***, above. Any impacts from the Project will be incremental.

The Project will 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 4.18.5 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 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-4**, as outlined in Subsection 4.18.5, 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.

As it pertains to the lakes and water for the lakes, the following applies (reference *Lake-Wetpond Water Supply Technical Memo,* prepared by Excel Engineering, April 25, 2018 (**Appendix J4**):

- The lake is subject to seepage and evapotranspiration, which is both evaporation and transpiration.
- Seepage and evapotranspiration is averaged over 12 months to get an average number for daily usage.
- The combined annual loss from both evaporation-transpiration and seepage is calculated to be 13,635,579 gallons.
- The average total usage of water applied to maintain the lake level would be 37,357.75 gpd.

The preferred supply of water for the lake is the existing on-site well water. Based on correspondence from EWMD (Gordon Ng, Civil Engineer, Water Supply Planning on April 27, 2018, the District's administrative code does not prohibit the use of a private well as an auxiliary water supply (within EWMD's existing service area). There is sufficient ground water from the existing wells to sustain the lake level mentioned above. A well test conducted in April 2018 showed that this well could generate up to 243 gpm for 6 hours within only 3 feet of drawdown. The month of July sees the greatest losses of surfaces water volumes to dry air and winds – and for this Project, that peak loss rate is 106,870 cubic feet (cf) for the month. With the peak seepage rate combined, the overall losses during the month of July are 361,322 cf which translates into an average loss rate of 60.54 gallons per minute (gpm). Domestic water could be supplied to the lake as a back-up, but that should be considered as a last resort so as to not create a strain on the water supply.

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. An existing 18" polyvinyl chloride (PVC) recycled water line is located approximately 0.25 miles west of the Project on Old Newport Road. 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).

Please reference the discussion on Subsection 4.18.2.2, as it pertains to wastewater. It is projected that the Project will add in increment of 30,500 gpd of wastewater (based on 100 gpd/day/household at 305 dwelling units). However, given the existing capacity within the EMWD facilities, Project design, and adherence to **Standard Condition SC-HYD-5**, and **Standard Condition SC-USS-3**, any impacts are considered less than significant.

Wastewater

The Project would result in the development of 305 single-family residential lots. At 3.164 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 965 persons at Project buildout. The Project is anticipated to generate 30,500 gpd of sewage each day (100 gpd x 305 households).

The current General Plan Land Use designation for the Project site is Agriculture (AG). The proposed General Plan Land Use designation is Specific Plan (SP). The Project is proposing to change the zoning classification for the Project site from Heavy Agriculture (A-2-10) to Specific Plan (SP). The proposed non-agricultural General Plan Land Use designation and zoning classification were not anticipated or analyzed in the *GPEIR*, or in the EMWD wastewater

discharges projections.

Two (2) internal pipe sizes are proposed for the Project. Preliminary sewer design concluded 8"and 12" PVC pipes will be needed to adequately service individual homes and community areas discharging wastewater. Pipes will be located underneath the internal private streets. On-street parking will be restricted on the sewer side of the street.

Wastewater will generally flow south toward a connection to a 27" VCP located at Tres Lagos Drive, which will convey wastewater flows offsite to a processing station located approximately 5 miles west of the Project site. An 8" PVC pipe will convey wastewater from courtyard residential and residential lots located along a portion of Street "B," Street "C," and Street "D" toward a connection to a 12" sewer line located at Street "A" and continuing its flow south toward the 27" VCP located at Tres Lagos Drive. The 12" PVC pipe will collect wastewater from the 8" lines at the northern half of the Project and the small group of courtyard residential units located at the midpoint of the Project area. Street "E" will convey wastewater through an 8" PVC line connecting to a 12" PVC pipe located under the southern portion of Street "A" and travelling along Street "A" before connecting to the 27" VCP at Tres Lagos Drive. Reference **Figure 3-10, *Sewer Plan***, provided in Chapter 3 of his DEIR.

As discussed in Subchapter 4.10, 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 4.18.5, 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.

The 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-3**, as outlined in Subsection 4.18.5, shall be implemented to address these fees. **Standard Condition SC-USS-3** is not considered unique mitigation under CEQA.

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) Perris Valley RWRF. The Sun City RWRF is inactive with all flows being diverted to the recently expanded (April 2014) Perris Valley RWRF.

As indicated in **Table 4.18-12**, 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 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. It is projected that the Project will add in increments of 30,500 gpd of wastewater (based on 100 gpd/household). However, given the existing capacity within the EMWD facilities, Project design, and adherence to **Standard Condition SC-HYD-5**, and **Standard Condition SC-USS-3**, Any impacts are considered less than significant. Lastly, according to the Will Serve letter, EMWD is willing to provide sewer service to the Project. The provision of service is contingent upon the necessary arrangements in accordance with EMWD rules and regulation. Further arrangements for service from EMWD nay also include plan check, facility construction, inspection, jurisdictional annexation and payment of financial participation fees.

Storm Water Drainage

This issue was discussed in great detail in Chapter 4.10, Hydrology and Water Quality, of this EIR. Impacts were considered less than significant. **Standard Conditions SC-HYD-1** through **SC-HYD-5**, as outlined in Subsection 4.18.5, were included in the Project to address Project effects upon storm water drainage facilities.

Therefore, consistent with the analysis in Chapter 4.10, the Project 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 with the inclusion of **Standard Conditions SC-HYD-1** through **SC-HYD-5**. Impacts are less than significant.

Electric Power

This issue was discussed in great detail in Chapter 4.19, Energy, of this EIR. Impacts were considered less than significant with **Mitigation Measure MM-GHG-1** incorporated. In addition, according to the Initial Study, the wet and dry utilities and offsite improvements will consist of water lines, sewer lines, dry utilities (including gas, cable and telephone) and offsite improvements to adjacent streets. Electric power facilities will be installed concurrent with other utilities. Reference **Figure 3-11, *Master Electricity and Gas Plan*** provided in Chapter 3 of his DEIR. Additionally, there are existing Southern California Edison (SCE) overhead distribution lines along Briggs Road and Old Newport road. The existing SCE overhead poles with two 12kV distribution lines and SCE communication lines along Old Newport Road will be converted to underground lines. The existing SCE overhead poles with two 115kV transmission lines along Briggs Road (14 poles total) will be relocated into the parkway behind the curb, gutter, and sidewalk. The transmission lines and poles will remain overhead on the newly relocated poles; however, the SCE distribution lines, and SCE communication lines will be converted to underground lines.

Natural Gas

This issue was discussed in great detail in Chapter 4.19, Energy, of this EIR. Impacts were considered less than significant. In addition, according to the Initial Study, the wet and dry utilities and offsite improvements will consist of water lines, sewer lines, dry utilities (including gas, cable and telephone) and offsite improvements to adjacent streets. Gas lines will be

located in utility trenches and will connect with an existing 8" gas main at the Project's main entrance on the south side of Old Newport Road. Gas lines will be extended through the Specific Plan area in the same joint trench alignment as electric, cable, and telephone facilities. Natural gas facilities will be installed concurrent with other utilities. Reference **Figure 3-11, *Master Electricity and Gas Plan*** provided in Chapter 3 of his DEIR.

Telecommunications

According to the Initial Study, the wet and dry utilities and offsite improvements will consist of water lines, sewer lines, dry utilities (including gas, cable and telephone) and offsite improvements to adjacent streets. Telecommunication facilities will be installed concurrent with other utilities.

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

Please reference the discussion in Subsection 4.18.2.1, and Threshold a, as it pertains to water. It is projected that the Project will add in increment of 30,500 gpd of water (based on 100 gpd/day/household). However, given the existing capacity within the EMWD facilities, Project design, and adherence to, **Standard Condition SC-USS-2**, and **Standard Condition SC-USS-4**, any impacts are considered less than significant. Lastly, according to the Will Serve letter, EMWD is willing to provide water service to the Project.

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

Please reference the discussion in Subsection 4.18.2.2, as it pertains to wastewater. It is projected that the Project will add in increment of 30,500 gpd of wastewater (based on 100 gpd/day/household). However, given the existing capacity within the EMWD facilities, Project design, and adherence to **Standard Condition SC-USS-3**, any impacts are considered less than significant.

4.18.5 Avoidance, Minimization, Standard Conditions, and Mitigation Measures

Avoidance

No avoidance measures are required.

Minimization

No minimization measures are required.

Standard Conditions

The Standard Conditions outlined below are required in order to ensure that the Project's potential impacts to utilities and service systems resources would remain less than significant. These Standard Conditions are not considered unique mitigation under CEQA.

SC-USS-1 **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-USS-2 **The Project will 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 **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-4 **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-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 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-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 specific mitigation measures are required for utilities and service systems.

4.18.6 Cumulative Impacts

According to EMWD, there is an adequate water supply and sewer 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, and utility systems (electricity, natural gas and telecommunications), are capable of meeting the cumulative demand for these systems. With adherence **Standard Conditions SC-USS-2** through **SC-USS-4** impacts 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-1**. Therefore, due to available capacity and implementation of **Standard Condition SC-USS-1**, 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.

4.18.7 Unavoidable Significant Adverse Impacts

The foregoing evaluation demonstrates that even though the Project will cause an unavoidable change in the demand for water, wastewater, stormwater and utility systems (electricity, natural gas and telecommunications), 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.

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. Therefore, no significant and unavoidable impacts are anticipated.

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4.19 ENERGY

4.19.1 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*).

Subsequent to the Initial Study being circulated and prior to the DEIR being completed, the City of Menifee revised its Initial Study (IS) checklist. These revisions were made based on the changes adopted in November 2018, by the State of California, to the guidelines for implementing the California Environmental Quality Act (CEQA), Appendix G Environmental Checklist Form. Energy is a new environmental topic and will be analyzed in the DEIR.

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:

- *Air Quality and Greenhouse Gas Analysis for the Rockport Ranch Project, Menifee, California,* dated January 29, 2018, prepared by RECON Environmental, Inc. (*AQ/GHG Analysis*, **Appendix C**);
- *Rockport Ranch Energy Conservation Assessment (RECON 8149)*, dated March 6, 2019, prepared by RECON Environmental, Inc. (*ECA*, **Appendix Q**)

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 November 5, 2018, as this topic was not covered in the Initial Study.

4.19.2 Environmental Setting

The following is a discussion of the applicable federal, state, and local regulatory framework related to energy use associated with the Project.

Federal

- *Federal Energy Policy and Conservation Act and Amendments*

The Energy Policy and Conservation Act was enacted in 1975. It established a number of federal programs that play a key role in reducing energy use, most notably the Corporate Average Fuel Economy (CAFE) standards and the Energy Conservation Program for Consumer Products. The CAFE standards establish minimum fuel efficiency requirements for cars and light trucks (e.g., vans, pickup trucks, and sports utility vehicles) sold in the United States and

have been strengthened multiple times since their adoption. The Energy Conservation Program for Consumer Products sets energy efficiency standards for certain types of appliances, including air conditioners, refrigerators, water heaters, clothes washers, and dishwashers.

The federal CAFE standards determine the fuel efficiency of certain vehicle classes in the United States. Current CAFE standards require vehicle manufacturers of passenger cars and light-duty trucks to achieve an average fuel economy of 35.5 miles per gallon as of 2016 and an average fuel economy of 54.5 miles per gallon by 2025.

- *Energy Independence and Security Act of 2007*

The Energy Independence and Security Act was enacted in 2007 and contains four key titles to promote energy efficiency and renewable energy generation. Titles 1 and 2 increase the federal CAFE standards, promote renewable energy use in vehicles, and create incentive programs for hybrid vehicles. Title 3 strengthens energy efficiency standards for various appliances and light bulbs, including requiring the phasing out of outdated and inefficient incandescent light bulbs. Title 4 promotes energy efficiency in buildings by establishing several educational and incentive programs.

State

- *Renewables Portfolio Standard*

The Renewables Portfolio Standard (RPS) promotes diversification of the state's electricity supply and decreased reliance on fossil fuel energy sources. Originally adopted in 2002 with a goal to achieve a 20 percent renewable energy mix by 2020 (referred to as the "Initial RPS"), the goal has been accelerated and increased by Executive Orders S-14-08 and S-21-09 to a goal of 33 percent by 2020. In April 2011, Senate Bill 2 (1X) codified California's 33 percent RPS goal. In September 2015, the California Legislature passed Senate Bill 350, which increases California's renewable energy mix goal to 50 percent by year 2030. Renewable energy includes (but is not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas. The Project would be served by Southern California Edison (SCE). As of 2017, SCE had a 32 percent procurement of renewable energy (CPUC 2018).

- *California Code of Regulations, Title 24 – California Building Code*

The California Code of Regulations, Title 24, is referred to as the California Building Code. It consists of a compilation of several distinct standards and codes related to building construction, including plumbing, electrical, interior acoustics, energy efficiency, handicap accessibility, and so on. Of particular relevance to greenhouse gas (GHG) reductions are the California Building Code's energy efficiency and green building standards as outlined below.

1. Title 24, Part 6 – Energy Efficiency Standards

Title 24, Part 6 of the California Code of Regulations is the California Energy Efficiency Standards for Residential and Nonresidential Buildings (also known as the California Energy Code). This code, originally enacted in 1978 in response to legislative mandates, establishes energy-efficiency standards for residential and non-residential buildings in order to reduce

California's energy consumption. The Energy Code is updated periodically to incorporate and consider new energy-efficiency technologies and methodologies as they become available, and incentives in the form of rebates and tax breaks are provided on a sliding scale for buildings achieving energy efficiency above the minimum standards.

The current version of the Energy Code, known as 2016 Title 24, or the 2016 Energy Code, became effective January 1, 2017. The 2016 Energy Code provides mandatory energy efficiency measures as well as voluntary tiers for increased energy efficiency. The California Energy Commission (CEC), in conjunction with the CPUC, has adopted a goal that all new residential and commercial construction achieve zero net energy by 2020 and 2030, respectively. It is expected that achievement of the zero net energy goal will occur via revisions to the Title 24 standards.

New construction and major renovations must demonstrate their compliance with the current Energy Code through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the CEC. The compliance reports must demonstrate a building's energy performance through use of CEC-approved energy performance software that shows iterative increases in energy efficiency obtained through a given selection of various heating, ventilation, and air-conditioning; sealing; glazing; insulation; and other components related to the building envelope.

The next version of the Energy Code, known as the 2019 Energy Code, was adopted May 9, 2018 and will take effect on January 1, 2020. The 2019 Energy Code will include provisions for smart residential photovoltaic (PV) systems, updated thermal envelope standards (preventing heat transfer from the interior to exterior and vice versa), residential and nonresidential ventilation requirements, and nonresidential lighting requirements. The new Energy Code aims to reduce energy use in new homes by requiring that all new homes include individual or community solar PV systems or community shared battery storage system that achieves equivalent time-dependent value energy use reduction. Accounting for solar PV requirements, the CEC's preliminary estimates indicate that homes built consistent under the 2019 Energy Code will result in 53 percent less energy use than those built under the 2016 standards.

2. Title 24, Part 11 – California Green Building Standards Code

Title 24, Part 11 of the California Code of Regulations is the California Green Building Standards Code (CALGreen). Beginning in 2011, CALGreen instituted mandatory minimum environmental performance standards for all ground-up new construction of commercial and low-rise residential buildings, state-owned buildings, schools, and hospitals. It also includes voluntary tiers (I and II) with stricter environmental performance standards for these same categories of residential and non-residential buildings. Local jurisdictions must enforce the minimum mandatory requirements and may adopt CALGreen with amendments for stricter requirements.

The mandatory standards require:

- 20 percent reduction in indoor water use relative to specified baseline levels;
- 50 percent construction/demolition waste diverted from landfills;
- inspections of energy systems to ensure optimal working efficiency;
- low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl

flooring, and particle boards;
- dedicated circuitry to facilitate installation of electric vehicle charging stations in newly constructed attached garages for single-family and duplex dwellings; and
- installation of electric vehicle charging stations for at least three percent of the parking spaces for all new multi-family developments with 17 or more units.

Similar to the compliance reporting procedure for demonstrating Energy Code compliance in new buildings and major renovations, compliance with the CALGreen water reduction requirements must be demonstrated through completion of water use reporting forms for new low-rise residential and non-residential buildings. The water use compliance form must demonstrate a 20 percent reduction in indoor water use by either showing a 20 percent reduction in the overall baseline water use as identified in CALGreen or a reduced per-plumbing-fixture water use rate.

- *California Energy Plan*

The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the fewest environmental and energy costs. To further this policy, the plan identifies a number of strategies, including providing assistance to public agencies and fleet operators.

- *California Appliance Efficiency Regulations*

California's Appliance Efficiency Regulations, also known as Title 20, establish minimum energy efficiency standards for new appliances sold in California. It covers numerous appliances, including many not covered by the federal Energy Conservation Program for Consumer Products efforts. This includes computers, televisions, refrigerators, and air conditioners, among many others. The standards are developed and enforced by the CEC. Standards for individual equipment types are updated as needed.

General Plan Goals and Policies

Following are the applicable General Plan Goals and/or 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.

4.19.3 Thresholds of Significance

As discussed in Subsection 4.19.1, above, 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?
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.

4.19.4 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 With Mitigation Incorporated

Construction-related Energy Use

During construction, energy use would occur in two general categories: fuel use from vehicles used by workers commuting to and from the construction site, and fuel use by vehicles and other equipment to conduct construction activities. The construction equipment and worker trips required for the Project were determined as a part of the *Air Quality and Greenhouse Gas Analysis for the Rockport Ranch Project, Menifee, California*, dated January 29, 2018 prepared by RECON Environmental, Inc. (*AQ/GHG Analysis*, **Appendix C**). Heavy-duty construction equipment is usually diesel powered.

Fuel consumption associated with on-road worker trips and delivery and hauling trips were calculated using the total trips and trip lengths calculated in the *AQ/GHG Analysis* and EMFAC2014 fuel consumption rates. Fuel consumption associated with on-site construction equipment was calculated using the equipment quantities and phase lengths calculated in the *AQ/GHG Analysis* and California Air Resources Board OFF-ROAD model. Off-site and on-site fuel consumption that would occur over the entire construction period is summarized in **Tables 4.19-1, *Off-site Construction Vehicle Fuel Consumption***, and **4.19-2, *On-site Construction Vehicle Fuel Consumption***, respectively.

Table 4.19-1
Off-site Construction Vehicle Fuel Consumption

Trip Type	Total Vehicle Miles Traveled	Total Fuel Consumption (gallons)	
		Gasoline	Diesel
Workers	6,165,739	220,881	1,151
Deliveries	2,222	--	378
Hauling	588,700	--	100,059
TOTAL*	**6,756,660**	**220,881**	**101,588**
*Totals may vary due to independent rounding			

Source: *ECA* (**Appendix Q**)

Table 4.19-2
On-site Construction Vehicle Fuel Consumption

Phase	Phase Length (days)	Equipment	Amount	Total Usage Hours	Total Diesel Fuel Consumption (gallons)
Demolition	31	Concrete/Industrial Saws	3	744	2,525
		Excavators	9	2,232	6,918
		Rubber Tired Dozer	6	1,488	7,590
Site Preparation	19	Rubber Tired Dozer	9	1,368	6,978
		Tractors/Loaders/ Backhoes	12	1,824	3,757
Grading	218	Excavators	2	3,488	10,811
		Graders	1	1,744	6,903
		Rubber Tired Dozer	1	1,744	8,895
		Scrapers	2	3,488	31,721
		Tractors/Loaders/ Backhoes	2	3,488	7,185
Building Construction/ Architectural Coatings	482	Cranes	3	10,122	35,006
		Forklifts	9	34,704	35,453
		Generator Sets	3	11,568	41,269
		Tractors/Loaders/ Backhoes	9	30,366	62,549
		Welders	3	11,568	13,743
		Air Compressors	3	8,676	18,643
Paving	34	Pavers	6	1,632	4,600
		Paving Equipment	6	1,632	4,004
		Rollers	6	1,632	2,847
TOTAL					**311,397**
Source: CalEEMod, OFF-ROAD					

Source: *ECA* (**Appendix Q**)

Consistent with federal requirements, all equipment was assumed to meet CARB Tier 3 In-Use Off-Road Diesel Engine Standards. There are no known conditions in the Project area that would require nonstandard equipment or construction practices that would increase fuel-energy consumption above typical rates. Therefore, the Project would not result in the use of excessive amounts of fuel or other forms of energy during construction. Impacts would be less than significant.

Transportation-Related Energy Use

Buildout of the Project and occupation by residents would result in transportation energy use. Trips by individuals traveling to and from the Project site would result from use of passenger vehicles or public transit. Passenger vehicles would be mostly powered by gasoline, with some fueled by diesel or electricity. Public transit would be powered by diesel or natural gas, and could potentially be fueled by electricity. Trip generation rates were taken from the *Revised Traffic Impact Analysis Report - Rockport Ranch Project, Menifee, California,* dated January 18, 2018, prepared by Linscott, Law & Greenspan (*TIA,* **Appendix M**). The *TIA* estimates that the Project would generate 3,307 daily trips. An average trip length of 6.05 miles was derived from EMFAC2014 data for the air basin subarea in Riverside County. Thus, the Project would generate approximately 17,567 daily vehicle miles traveled (VMT) and approximately 6,411,875 annual VMT. Total gasoline and diesel fuel consumption was calculated using EMFAC2014 fuel consumption rates and fleet data for light duty autos. The results are summarized in **Table 4.19-3, *Vehicle Fuel/Electricity Consumption***.

Table 4.19-3
Vehicle Fuel/Electricity Consumption

Fuel Type	Daily VMT	Fuel Efficiency (miles per gallon)	Gallons of Fuel per Day	Electric Efficiency (kWh per mile)*	Electric Vehicle kWh per day
Gasoline	19,403	30.1	645	--	--
Diesel	189	39.8	5	--	--
Electric	416	--	--	3.4	122
TOTAL	**20,008**		**650**		**122**

kWh = kilowatt hour
*EMFAC does not provide estimates for energy used by electric vehicles. This data was estimated using existing kWh/mile data and estimates of future electric vehicle efficiencies provided by the Federal Highway Administration.

Source: *ECA* (**Appendix Q**)

An existing neighborhood shopping center is located in the vicinity of the Project, approximately 0.5 mile west of the Project site, and a larger regional shopping center is located less than two miles west of the project site. In addition, bus routes are located in the vicinity of the Project site along Menifee Road, approximately 0.75 mile west of the Project site. The proximity of regional shopping and local bus routes would help reduce VMT generated by the Project. In addition, Project fuel consumption would decline over time beyond initial operational year of the Project as a result of continued implementation of increased federal and state vehicle efficiency standards. There is no component of the Project that would result in unusually high vehicle fuel use during operation.

Building-Related Energy Use

Electricity service to the Project site is provided by SCE, and natural gas service to the Project site is provided by Southern California Gas Company. The proposed single-family residential units would use electricity and natural gas to run various appliances and equipment, including space and water heaters, air conditioners, ventilation equipment, lights, and numerous other devices. Generally, electricity use is higher in the warmer months due to increased air conditioning needs, and natural gas use is highest when the weather is colder as a result of high

heating demand. Residential uses would likely require the most energy use in the evening as people return from work.

As a part of the *AQ/GHG Analysis* (**Appendix C**) prepared for the Project, CalEEMod was used to estimate the total electricity and natural gas consumption associated with the Project.

Additionally, to reduce GHG emissions, **Mitigation Measure MM-GHG-1** was included in the analysis which requires, prior to the issuance of a building permit the Project applicant, or an agent thereof, shall submit plans for review and approval to the Building and Safety Department for the solar photovoltaic (PV) systems. Prior to occupancy, the Project applicant, or an agent thereof, shall install solar photovoltaic (PV) systems capable of a total generation of 1,707,561 kilowatt-hours (KWh) per year. Solar PV panels may be located on the rooftops of residences or where allowed by the Specific Plan. Where the Project is completed in phases, residences may be occupied if the Project applicant can demonstrate to the satisfaction of City staff that the relative portion of the total solar generation is met (i.e., renewable generation is equal to or greater than 5,599 KWh annually per residence).

Table 4.19-4, Electricity and Natural Gas Use, summarizes the anticipated energy and natural gas use, and GHG-1 electricity generation.

Table 4.19-4
Electricity and Natural Gas Use

	Total Use	Amount Generated On-site	Total SCE/SoCalGas Demand
Electricity	2,658,526 kWh/Year	1,707,561 kWh/Year	950,965 kWh/Year
Natural Gas	9,331,826 BTU/Year	--	9,331,826 BTU/Year
Source: RECON 2018			

Source: *ECA* (**Appendix Q**)

As such, operation of the Project would not create a land use pattern that would result in wasteful, inefficient, or unnecessary use of energy. Impacts would 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 With Mitigation Incorporated

Buildout of the Project would result in an increase of electricity and natural gas usage when compared to the existing condition. The applicable state plans that address renewable energy and energy efficiency are CALGreen, the California Energy Code, and RPS. The Project would be required to meet the mandatory energy requirements of CALGreen and the California Energy Code (Title 24, Part 6 of the California Code of Regulations) and would benefit from the efficiencies associated with these regulations as they relate to building heating, ventilating, and air conditioning mechanical systems, water-heating systems, and lighting. Additionally, rebate and incentive programs that promote the installation and use of energy-efficient plug-in appliances and lighting would be available as incentives for future development. In addition, the

project would implement **Mitigation Measure MM-GHG-1** and would generate approximately 64 percent of the total required electricity on site from a renewable energy source. Further, electricity would be provided to the project by SCE, which currently has an energy mix that includes 32 percent renewables and is on track to achieve 50 percent by 2030 as required by RPS. Thus, there are no features of the Project that would support the use of excessive amounts of energy or would create unnecessary energy waste, or conflict with any adopted plan for renewable energy efficiency. Impacts would be less than significant with the incorporation of **Mitigation Measure MM-GHG-1**.

4.19.5 Avoidance, Minimization, Standard Conditions, and Mitigation Measures

Avoidance

No avoidance measures are required.

Minimization

No minimization measures are required.

Standard Condition(s)

No standard conditions are required.

Mitigation Measure(s)

MM-GHG-1 Prior to the issuance of a building permit the Project applicant, or an agent thereof, shall submit plans for review and approval to the Building and Safety Department for the solar photovoltaic (PV) systems. Prior to occupancy, the Project applicant, or an agent thereof, shall install solar photovoltaic (PV) systems capable of a total generation of 1,707,561 kilowatt-hours (KWh) per year. Solar PV panels may be located on the rooftops of residences or where allowed by the Specific Plan. Where the Project is completed in phases, residences may be occupied if the Project applicant can demonstrate to the satisfaction of City staff that the relative portion of the total solar generation is met (i.e., renewable generation is equal to or greater than 5,599 KWh annually per residence).

4.19.6 Cumulative Impacts

Energy usage is assumed to be cumulative. The 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 **Mitigation Measure MM-GHG-1**.

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 **Mitigation Measure MM-GHG-1**.

4.19.7 Unavoidable Significant Adverse Impacts

The 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 **Mitigation Measure MM-GHG-1**.

With implementation of **Mitigation Measure MM-GHG-1**, 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.

4.20 WILDFIRE

4.20.1 Introduction

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

It should be noted that a question related to wildfires was included in Section 8, Hazards and Hazardous Materials of the IS. This was question 8.h, and it read:

> "*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?*"

The response in the IS was as follows:

> "*The proposed Project site is not located within a fire hazard zone. There are no wildland conditions in the suburbanized area where the Project site is located. No impact will occur. No additional analysis will be required in the EIR.*"

Subsequent to the Initial Study being circulated and prior to the DEIR being completed, the City of Menifee revised its Initial Study (IS) checklist. These revisions were made based on the changes adopted in November 2018, by the State of California, to the guidelines for implementing the California Environmental Quality Act (CEQA), Appendix G Environmental Checklist Form. Wildfire is a new environmental topic and will be analyzed in the DEIR.

The Wildfire environmental topic poses the following questions:

a. If located in or near a State Responsibility Area ("SRA"), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?
b. If located in or near a State Responsibility Area ("SRA"), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, 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 a State Responsibility Area ("SRA"), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, 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 a State Responsibility Area ("SRA"), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, 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?

e. If located in or near a State Responsibility Area ("SRA"), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, would the Project expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

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
- *Map My County* (**Appendix A**)
- Project Materials

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.

4.20.2 Environmental Setting

Project Site and Surroundings

The Project is located in the City of Menifee, immediately west of the County of Riverside boundary. The Project site is bounded as follows: Old Newport Road and Tierra Shores residential development to the north; Wilderness Lakes RV Resort to the south; Briggs Road, Ramona Egg Ranch and agricultural land to the east; and The Lakes residential development to the west. The Project site is located in the City of Menifee, County of Riverside, State of California. **Figure 2-1, *Regional Location Map* and Figure 2-2, *Vicinity Map***, provided in Chapter 2 of this DEIR, show the regional location and the site location that encompass the Project site. The specific location is in U.S. Geology Survey (USGS) 7.5-minute Romoland, California quadrangle in Section 1; Township 6 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 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 at 28730 Vacation Drive in the City of Canyon Lake about 0.5 miles west of the Menifee City boundary.

Riverside County Menifee Lakes Fire Station #76 is located approximately 1 mile west/northwest 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.

Quail Valley Station #5 is located approximately 5.8 miles northwest 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 3.2 miles northwest 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 4.25 miles southwest 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.

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 is not located within a fire hazard zone. There are no wildland conditions in the suburbanized area where the Project site is located.

Regulatory Setting

Federal

National Fire Protection Association Code 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), Fire Code section 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

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.

Regional/Local

Riverside County Fire Department (RCFD)

RCFD response time goals for fire suppression calls are listed in **Table 4.20-1, *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 4.20-1
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. At the current time, this fee is $614.00/single family unit.

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 moderate, high or very high fire hazard severity on Exhibit S-6 High Fire Hazard Areas of Menifee General Plan. 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.

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.

4.20.3 Thresholds of Significance

As discussed in Subsection 4.20.1, the Project impacts to five (5) criteria pertaining to wildfire will be analyzed in this DEIR.

a. If located in or near a State Responsibility Area ("SRA"), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?
b. If located in or near a State Responsibility Area ("SRA"), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, 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 a State Responsibility Area ("SRA"), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, 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 a State Responsibility Area ("SRA"), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, 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?
e. If located in or near a State Responsibility Area ("SRA"), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, would the Project expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

Potential changes in the environment associated with wildfire are addressed in response to the above thresholds in the following analysis.

4.20.4 Potential Impacts

THRESHOLD a: **If located in or near a State Responsibility Area ("SRA"), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, 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 moderate, high or very high fire hazard severity on Exhibit S-6 High Fire Hazard Areas of Menifee General Plan. 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 Project will take access from existing roadways, and roadways that will be improved. 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.

Following construction, emergency access to the Project site and area will remain as was prior to the Project. Therefore, implementation of the Project will not substantially impair an adopted emergency response plan or emergency evacuation plan. Any impacts are considered less than significant.

THRESHOLD b: **If located in or near a State Responsibility Area ("SRA"), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, 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 moderate, high or very high fire hazard severity on Exhibit S-6 High Fire Hazard Areas of Menifee General Plan. 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 topography of the Project site is flat, and the elevation is approximately 1,440 feet above mean sea level. According to **Figure 6-1, *Surrounding Topography***, provided in the Initial Study, there are no steep slopes within a one-quarter mile radius of the Project site. The closest steep slope is located just beyond one-quarter mile to northeast of the Project site. The Ramona Egg Ranch is situated between this slope and the Project site. Between the Ramona Egg Ranch and the Project site is Briggs Road, which due to its width, will serve as a potential fire break.

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 are considered less than significant.

THRESHOLD c: **If located in or near a State Responsibility Area ("SRA"), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, 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 moderate, high or very high fire hazard severity on Exhibit S-6 High Fire Hazard Areas of Menifee General Plan. 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 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. Briggs Road, as parkway landscaping shall serve as a fire break for the Project. Any impacts will be less than significant.

THRESHOLD d: **If located in or near a State Responsibility Area ("SRA"), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, 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 moderate, high or very high fire hazard severity on Exhibit S-6 High Fire Hazard Areas of Menifee General Plan. 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 topography of the Project site is flat, and the elevation is approximately 1,440 feet above mean sea level. According to **Figure 6-1, *Surrounding Topography***, provided in the Initial Study, there are no steep slopes within a one-quarter mile radius of the Project site. The Project will include hardscape and landscape improvements that would serve to stabilize the built environment. 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 would be less than significant.

THRESHOLD e: **If located in or near a State Responsibility Area ("SRA"), lands classified as very high fire hazard severity zone, or other hazardous**

fire areas that may be designated by the Fire Chief, would the Project expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

Less Than Significant Impact

The Project site is not located within an area identified as a moderate, high or very high fire hazard severity on Exhibit S-6 High Fire Hazard Areas of Menifee General Plan. 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.

Please reference the discussions in Thresholds 4.20.a through 4.20.d.

Based on this information, the Project would not, expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. Any impacts are considered less than significant.

4.20.5 Avoidance, Minimization, Standard Conditions, and Mitigation Measures

Avoidance

No avoidance measures are required.

Minimization

No minimization measures are required.

Standard Condition(s)

The following standard conditions were identified in the IS in order to ensure that the Project's potential to 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, or to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan was reduced 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 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)

No mitigation measures are required.

4.20.6 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 moderate, high or very high fire hazard severity on Exhibit S-6 High Fire Hazard Areas of Menifee General Plan. 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 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**).

4.20.7 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-PS-1**, **SC-PS-2**, and **SC-TR-1**, 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:

- Provide a variety of housing opportunities through a range of unit types, sizes, and number of different bedroom counts, including 3-, 4-, 5-, and 6-bedroom units, as well as a range of affordability to accommodate a full spectrum of family demographics and the growing housing needs of the region;
- Create a development which maximizes recreational open space within the Plan Area;
- Provide development standards to regulate the nature and appearance of all construction within the Rockport Ranch Specific Plan area through integration of landform use, architectural design, unified landscape theme, and recreation areas;
- Design a safe and efficient circulation system that adequately supports the appropriate level of traffic in and around the Plan area, including vehicular, bicycle, pedestrian, and equestrian modes of travel;
- Develop a financing plan that provides for the efficient and timely provision of infrastructure and public services prior to and as development occurs;
- Implement a maintenance program which will ensure all common areas are maintained to standards set forth in the City's General Plan; and
- Finance and/or contribute to all appropriate community and city-wide infrastructure.

<u>Overview of Alternatives</u>

The alternatives considered in this Chapter include:

1. No Project Alternative (NPA);
2. Existing General Plan Alternative (EGPA); 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 Project, i.e., would meet the project objectives or requirements. Under this alternative, the environmental impacts that would occur if the Project is not approved and implemented are identified. The NPA assumes the property remains in its current state – 4 single-family residences and vacant land.

Existing General Plan Land Use Designation (EGPA)

A second alternative of developing the Project site under the existing Agricultural (AG) General Plan Land Use designation will be considered in this document. This will be referred to as the Agriculture Development/Existing General Plan Alternative (EGPA). With an AG Land Use designation, other agricultural uses, besides dairy uses may be allowed on the Project site, consistent with the A-1 Zone (Light Agriculture) as described in Section XIII of Ordinance 348 of the City's Zoning Code. The A-1 Zone has been selected, as is less intensive than the A-2 Zone (Heavy Agriculture). Light Agriculture would be more appropriate on the Project site, given the suburbanizing nature of development that exists and is proposed in the Project vicinity. While the Ramona Egg Ranch is located immediately easterly of the Project site (across Briggs Road), much of the other properties located easterly and southeasterly of the Project site (located within the County of Riverside) is either vacant, or dry farmed and is slated for a suburban density level of development.

Reduced Project Intensity Alternative (RPIA)

Under the Reduced Project Intensity Alternative (RPIA) the entirety of the Project would be developed as "standard" detached single-family development at the lower end of the density range for the 2.1-5 Dwelling Units/Acre Residential (2.1-5 R) General Plan Land Use Designation. In total, 160 dwelling units would be under the RPIA. This is a decrease of 145 dwelling units on the Project site, when compared to the Project.

No other alternatives to the 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. 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.

The following sources were used for the analysis in this Chapter:

- 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 – 4 single-family residences and vacant land.

Aesthetics

The NPA would not result in any change to the current aesthetics of the Project site. Historically, a commercial dairy was located on the Project site. Operation of the dairy ceased in 2014 and the buildings and infrastructure associated with the dairy have been removed. Four (4) homes associated with the prior dairy are situated at the northern end of the site, along Old Newport Road. The topography of the Project site is flat, and the elevation is approximately 1,440 feet above mean sea level.

As stated in Subchapter 4.2 of this DEIR, the existing visual setting of the 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 Project, primarily to the existing agricultural uses to the east of Briggs Road. But, as discussed previously 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 Project can be implemented in conformance with the Rockport Ranch Specific Plan, which serves 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 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 Project will convert approximately 79.68 acres of the Project site to more intense urban/suburban uses. Based on the data and the analysis performed in Subchapter 4.3, the 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 Project. The Project's impact to agricultural resources is a less than significant adverse impact.

Under the NPA all existing agricultural uses would remain. There would be no conversion of the approximate 79.68 acres to urban/suburban residential uses. The NPA alternative has no impact on agricultural resources which is less than the 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 ongoing agricultural operations, which occasionally generates fugitive dust from plowing the field for planting and harvesting operations. 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 4.4, the Project-specific evaluation of emissions demonstrates that after implementation of **Standard Conditions SC-AQ-1** through **SC-AQ-4**,

construction of the Project would not result in emissions that exceed applicable SCAQMD regional air quality thresholds. Project operational-source emissions would not exceed applicable SCAQMD regional thresholds of significance for emissions (ROG) during operation after implementation of the recommended mitigation measures. All other criteria pollutants are below thresholds.

Given that the proposed density of single-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. However, this inconsistency can only be corrected when SCAQMD amends the AQMP based on updated 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 NPA would be less than those of the 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 Subchapter 4.5 indicates that due to the lack of significant biological resources within the Project site, the Project is not forecast to cause any direct significant unavoidable adverse impact to sensitive biological resources. With adherence to **Standard Conditions SC-BIO-1** and **SC-BIO-2**, and incorporation of **Mitigation Measures MM-BIO-1** and **MM-BIO-2**, 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 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 Project, but neither alternative would have any significant biological resource impacts.

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 4.6 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 Condition SC-CUL-1** through **SC-CUL-9**. 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.

Therefore, based on this information, the NPA would have less overall impact to cultural resources than the Project, but neither alternative would have any significant cultural resource impacts.

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 Subchapter 4.7, no unavoidable significant adverse geology or soil impacts have been identified in the IS or DEIR. **Standard Conditions SC-GEO-1**, **SC-AQ-3**, and **SC-HYD-3,** and **Mitigation Measure MM-GEO-1** 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 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 reduces overall risk to structures and future residents, but neither alternative would have 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 4.8, with implementation of **Standard Condition SC-GHG-1, Mitigation Measure MM-AQ-1**, and **Mitigation Measure MM-GHG-1**, emission rates will be consistent with applicable significance thresholds (Tier 4 performance standard; 4.6 $MTCO_2e$ per SP in 2021). 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 NPA would be substantially less than those of the Project but neither alternative would have any significant GHG emission impacts.

Hazards and Hazardous Materials

Prior dairy use of the Project site included operational wastes (manure and urine), which includes hazardous materials such as methane. Without any remediation under the NPA, this methane will remain on-site.

According to the evaluation in Subchapter 4.9, 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**, and **SC-AES-1**, and incorporation of **Mitigation Measures MM-HAZ-1** through **MM-HAZ-11**, 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, hazards and hazardous materials resources impacts from the NPA would be greater than those of the Project.

Hydrology and Water Quality

Under the NPA, the existing site would not be converted to residential and recreational uses. The current hydrology would remain the same; however, pollutants are not being treated on site and runoff can exit the site untreated. This would result in a greater impact than the Project. As outlined in Subchapter 4.10, 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-5**, 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 Project.

Land Use and Planning

Under the NPA, the existing potential for agricultural uses on site would remain and the current land use designation of AG would remain unchanged. The Project site would not be converted to residential and recreational uses.

As described in Subchapter 4.11, the Project would represent a change to the City's General Plan Land Use plan and the City's Zoning Map. Based on the data and analysis presented in Subchapter 4.11, implementation of the 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 NPA would be less than those of the Project.

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 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 Project has any potential to cause adverse impacts to such resources.

Noise

Since no construction activity would occur, the NPA would not generate any short- or long-term construction noise impacts. Under the NPA noise would continue to be generated from the four homes on the site.

According to the evaluation in Subchapter 4.12, 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. Operational impacts/roadway impacts are considered less than significant with the incorporation of Project design features (6' high wall in rear yards), **Standard Conditions SC-NOI-1** and **SC-NOI-2**, and **Mitigation Measure MM-NOI-1**. 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.

The Project would include development of a community park. No substantial sources of vibration would be associated with Project operation. Impacts would be less than significant.

No unavoidable, significant adverse noise impacts will occur as a result of Project implementation. However, noise impacts from the NPA would be substantially less than those of the Project.

Population and Housing

With the NPA, none of the 305 residential buildings would be built, and the projected population increase in the local area of approximately 965 persons from the Project would not occur. As shown in Subchapter 4.13, the 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 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 NPA are substantially less than the Project.

Public Services

Fire and Sheriff Services

The NPA would not result in the creation of additional demand for sheriff and fire department services. As shown in Subchapter 4.14, 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 (**Standard Condition SC-PS-1** and **Standard Condition SC-PS-2**) and incorporation of **Mitigation Measure MM-PS-1**, 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. In addition, 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**, **Mitigation Measure MM-PS-2**, payment of DIF (**Standard Condition SC-PS-3**), and through the annual taxes generated by the Project, any potential impact through expansion of police protection services will be less than significant.

Neither alternative would cause a significant impact on fire and sheriff services but impacts from the NPA would be substantially less than the 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 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-4**). 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, MUSD 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 Project.

Libraries

The NPA would not create any additional demand upon existing library services within the Project area. No Riverside County development impact fees for libraries would be generated. The libraries servicing the 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-5**). 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 Project.

Recreation Resources

Under the NPA, no additional demand for parks, trails, and recreation facilities would be created. As outlined in Subchapter 4.15, the existing recreation resources and system in the vicinity of the 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, and payment of DIF. This will ensure that the Project will not cause significant unavoidable adverse impacts to the area recreation resources. Recreation resources impacts from the NPA when compared to the Project would be less.

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 4.16, the 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 existing with ambient growth (Year 2020) with Project with cumulative traffic conditions, and existing with ambient growth (Year 2040) with Project with cumulative traffic conditions. The analysis concluded that Project impacts would be less than significant and less than significant with mitigation incorporated under these two scenarios, respectively. No significant adverse impacts were attributable to the Project on transpotrationaffic resources. However, transportation resources impacts from the NPA would be substantially less than those of the Project.

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 4.17, 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 revised from the IS. 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.

However, tribal cultural resources impacts from the NPA would be less than those of the Project.

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. Based on the information presented in Chapter 4.18, 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. Therefore, no significant and unavoidable impacts are anticipated.

However, solid waste resources impacts from the NPA would be less than those of the Project.

Water, Sewer, Stormwater, Electricity, Natural Gas and Telecommunications

The NPA will continue to function as four (4) residential houses on the Project site 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 Project, the overall impacts will be substantially greater than the NPA.

However, impacts from the NPA would be less than those of the Project, but neither alternative would cause a significant adverse impact to these utility systems.

Energy

The NPA will continue to function as four (4) residential houses on the Project site and no additional use of energy would result from implementing this alternative beyond what is already occurring. Impacts from the NPA would be less than those of the Project, but neither alternative would cause a significant adverse impact to energy.

Wildfire

The NPA will continue to function as four (4) residential houses on the Project site and no additional exposure to wildfires would result from implementing this alternative beyond what is already occurring. Impacts from the NPA would be less than those of the Project, but neither alternative would cause a significant adverse impact to wildfires.

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. With respect to the significant unavoidable impacts of Project, the NPA would avoid the unavoidable significant impacts of the Project; however, no fees and funding would be provided to upgrade regional transportation infrastructure, public services, and utilities.

5.3 EXISTING GENERAL PLAN ALTERNATIVE (EGPA)

5.3.1 Overview of the EGPA

A second alternative of developing the Project site under the existing Agricultural (AG) General Plan Land Use designation, will be considered in this document. This will be referred to as the Agriculture Development/Existing General Plan Alternative (EGPA). With an AG Land Use

designation, other agricultural uses, besides dairy uses may be allowed on the Project site, consistent with the A-1 Zone (Light Agriculture) as described in Section XIII of the City's Zoning Code. The A-1 Zone has been selected, as is less intensive than the A-2 Zone (Heavy Agriculture). Light Agriculture would be more appropriate on the Project site, given the suburbanizing nature of development that exists and is proposed in the Project vicinity. While the Ramona Egg Ranch is located immediately easterly of the Project site (across Briggs Road), much of the other properties located easterly and southeasterly of the Project site (located within the County of Riverside) is either vacant, or dry farmed, and is slated for a suburban density level of development.

Aesthetic Resources

The EGPA will not change the existing visual setting of the Project site. Historically, a commercial dairy was located on the Project site. Operation of the dairy ceased in 2014 and the buildings and infrastructure associated with the dairy have been removed. Four (4) homes associated with the prior dairy are situated at the northern end of the site, along Old Newport Road. The topography of the Project site is flat, and the elevation is approximately 1,440 feet above mean sea level.

The rural character of the visual setting would still be maintained, so this change is considered to be a less than significant impact. As stated in Subchapter 4.2 of this DEIR, the existing visual setting of the 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 Project, primarily to the existing agricultural uses to the east of Briggs Road. But, as discussed previously 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 Project can be implemented in conformance with the Rockport Ranch Specific Plan, which serves 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 EGPA would be less than those of the Project; even though the Project will improve the aesthetics of the site.

Agriculture and Forest Resources

The EGPA could continue to support small farm activities. The Project will convert approximately 79.68 acres of the Project site to more intense urban/suburban uses. Based on the data and the analysis performed in Subchapter 4.3, the 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 Project. The Project's impact to agricultural resources is a less than significant adverse impact.

The EGPA would cause a lesser impact on agricultural resources as the Project.

Air Quality

The EGPA will generate short-term and long-term air emissions associated with farming/agricultural activities.

According to the evaluation in Subchapter 4.4, the Project-specific evaluation of emissions presented in the preceding analysis demonstrates that after implementation of **Standard Conditions SC-AQ-1** through **SC-AQ-4**, construction of the Project would not result in emissions that exceed applicable SCAQMD regional air quality thresholds. Project operational-source emissions would not exceed applicable SCAQMD regional thresholds of significance for emissions

(ROG) during operation after implementation of the recommended mitigation measures. All other criteria pollutants are below thresholds.

Given that the proposed density of single-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. However, this his inconsistency can only be corrected when SCAQMD amends AQMP based on updated 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, long term air pollutant emissions from the EGPA would be less than those of the Project.

Biological Resources

The EGPA would change the existing biology of the Project site in a manner comparable to the propose Project. The biology information presented in Subchapter 4.5 indicates that due to the lack of significant biological resources within the Project site, the Project is not forecast to cause any direct significant unavoidable adverse impact to sensitive biological resources. With adherence to **Standard Conditions SC-BIO-1** and **SC-BIO-2**, and incorporation of **Mitigation Measures MM-BIO-1** and **MM-BIO-2**, 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 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 EGPA would have comparable impacts to biological resources like the Project, but neither alternative would have any significant biological resource impacts.

Cultural Resources

The EGP alternative would have the same general impacts to cultural resources as the Project. Based on the cultural resources information presented in Subchapter 4.6 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 Condition SC-CUL-1** through **SC-CUL-9**. 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. Therefore, based on this information, the EGPA would have comparable overall impact to cultural resources as the Project, but neither alternative would have any significant cultural resource impacts with implementation of standard conditions.

Geology and Soils

The EGPA would expose fewer structures; therefore, fewer people would be subject to on-site geological constraints.

The Project includes a geotechnical study that identifies the Project area as susceptible to seismic and geological hazards, such as ground shaking. According to the geotechnical study summarized for the Project site in Subchapter 4.7, no unavoidable significant adverse geology or soil impacts have been identified in the IS or DEIR. **Standard Conditions SC-GEO-1**, **SC-AQ-3**, and **SC-HYD-3,** and **Mitigation Measure MM-GEO-1** 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 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 EGPA reduces overall risk to structures and future residents, but neither alternative would have any significant geology and soil impacts.

Greenhouse Gases

The EGPA would have short-term impacts on Greenhouse Gas (GHG) emissions associated with agricultural operations, such as plowing and harvesting. The EGPA 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 4.8, with implementation of **Standard Condition SC-GHG-1, Mitigation Measure MM-AQ-1**, and **Mitigation Measure MM-GHG-1**, emission rates will be consistent with applicable significance thresholds (Tier 4 performance standard; 4.6 $MTCO_2e$ per SP in 2021). 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 NPA would be substantially less than those of the Project, but neither alternative would have any significant GHG emission impacts.

Hazards and Hazardous Materials

Prior dairy use of the Project site included operational wastes (manure and urine), which includes hazardous materials such as methane. Without any remediation under the EPGA, this methane will remain on-site.

According to the evaluation in Subchapter 4.9, 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-AES-1**, and incorporation of **Mitigation Measures MM-HAZ-1** through **MM-HAZ-11**, 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, hazards and hazardous materials resources impacts from the EPGA would be greater than those of the Project.

Hydrology and Water Quality

Under the EGPA, the existing hydrology on site would have to be altered to re-accommodate agricultural uses. The current hydrology would remain the same; however, pollutants are not being treated on site and runoff can exit the site untreated. This would result in a greater impact than the Project. As outlined in Subchapter 4.10, 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-5**, 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 EGPA would be greater than those of the Project.

Land Use and Planning

Under the EGPA, there would be no need for amendment of the General Plan or zoning. As described in Subchapter 4.11, the Project would represent a change to the City's General Plan Land Use plan and the City's Zoning Map. Based on the data and analysis presented in Subchapter 4.11, implementation of the 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 EGPA would be substantially less than those of the Project.

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 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 EGPA or the Project has any potential to cause adverse impacts to such resources.

Noise

Since agricultural activity would occur under the EGPA, it would generate both short- and long-term, sporadic noise impacts. According to the evaluation in Subchapter 4.12, 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. Operational impacts/roadway impacts are considered less than significant with the incorporation of Project design features (6' high wall in rear yards), **Standard Conditions SC-NOI-1** and **SC-NOI-2**, and **Mitigation Measure MM-NOI-1**. 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.

The Project would include development of a community park. No substantial sources of vibration would be associated with Project operation. Impacts would be less than significant.

The EGPA would not generate the same level of traffic noise or operational noise.

Therefore, noise impacts from the EGPA would be substantially less than those of the Project.

Population and Housing

With the EGPA, none of the 305 residential buildings would be built, and the projected population increase in the local area of approximately 965 persons from the Project would not occur. As shown in Subchapter 4.13, the 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 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 EGPA are substantially less than the Project.

Public Services

Fire and Sheriff Services

The EGPA would not result in the creation of a substantial additional demand for sheriff and fire department services. As shown in Subchapter 4.14, 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 (**Standard Condition SC-PS-1** and **Standard Condition SC-PS-2**) and incorporation of **Mitigation Measure MM-PS-1**, 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. In addition, 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**, **Mitigation Measure MM-PS-2**, payment of DIF (**Standard Condition SC-PS-3**), and through the annual taxes generated by the Project, any potential impact through expansion of police protection services will be less than significant.

Neither alternative would cause a significant impact on fire and sheriff services but impacts from the EGPA would be substantially less than the Project.

Schools

The EGPA 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 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-4**). 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, MUSD 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 EGPA would be substantially less than the Project.

Libraries

The EGPA would not create any additional demand upon existing library services within the Project area. No Riverside County development impact fees for libraries would be generated. The libraries servicing the 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-5**). This will preclude the Project from creating any unavoidable significant adverse impact. Neither alternative would cause significant impacts on library services, but the EGPA impact would be less than that of the Project.

Recreation

Under the EGPA, no additional demand for parks, trails, and recreation facilities would be created. As outlined in Subchapter 4.15, the existing recreation resources and system in the vicinity of the 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, and payment of DIF. This will ensure that the Project will not cause significant unavoidable adverse impacts to the area recreation resources. Recreation resources impacts from the EGPA when compared to the Project would be less.

Transportation

The EGPA would not increase site-generated traffic significantly above current levels and therefore, would not contribute to the need for area-wide off-site road improvements. According to Subchapter 4.16, the 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 existing with ambient growth (Year 2020) with Project with cumulative traffic conditions, and existing with ambient growth (Year 2040) with Project with cumulative traffic conditions. The analysis concluded that Project impacts would be less than significant and less than significant with mitigation incorporated under these two scenarios, respectively. No significant adverse impacts were attributable to the Project on transpotrationaffic resources. However, transportation resources impacts from the EGPA would be substantially less than those of the Project.

Tribal Cultural Resources

The EGPA would not result in a substantial change to the existing tribal cultural resources of the Project site. As described in Subchapter 4.17, 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 revised from the IS. 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.

However, tribal cultural resources impacts from the EGPA would be less than those of the Project.

Utilities and Service Systems

Solid Waste

The EGPA would not create a substantial increase in the amount of solid waste generated on the Project site. Based on the information presented in Chapter 4.18, 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. Therefore, no significant and unavoidable impacts are anticipated.

However, solid waste resources impacts from the EGPA would be less than those of the Project.

Water, Sewer, Stormwater, Electricity, Natural Gas and Telecommunications
The NPA will continue to function as four (4) residential houses on the Project site and with additional use of water for agricultural uses. Existing wells on site provide adequate supplies for limited agricultural activities. 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 Project, the overall impacts will be substantially greater than the EGPA.

However, water and sewer stormwater, electricity, natural gas and telecommunications resources impacts from the EGPA would be less than those of the Project, but neither alternative would cause a significant adverse impact to these utility systems.

Energy

The EGPA will function as agricultural use on the Project site. Energy usage associated with agricultural uses will increase above what is currently occurring. Any new agricultural use under the EGPA will be subject to the current energy regulations. Impacts from the EGPA would be less than those of the Project, but neither alternative would cause a significant adverse impact to energy.

Wildfire

The EGPA will function as agricultural use on the Project site. Limited additional exposure of persons to wildfires would result from implementing this alternative. Impacts from the EGPA would be less than those of the Project, but neither alternative would cause a significant adverse impact to wildfires.

5.3.2 Summary of the EGPA

With respect to the EGPA, the continued agricultural uses of the site 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.

Regardless, development of the EGPA alternative would result in comparable or less impact for all environmental issues except for hazards and hazardous materials and hydrology/water quality.

5.4 REDUCED PROJECT INTENSITY ALTERNATIVE (RPIA)

5.4.1 Overview of the RPIA

Under the Reduced Project Intensity Alternative (RPIA) the entirety of the Project would be developed as “standard” detached single-family development at the lower end of the density range for the 2.1-5 Dwelling Units/Acre Residential (2.1-5 R) General Plan Land Use Designation. In total, 160 dwelling units would be under the RPIA. This is a decrease of 145 dwelling units (a 48% reduction) on the Project site, when compared to the Project. All mitigation measures and standard conditions identified for the Project would be implemented for this alternative.

Aesthetic Resources

The RPIA will change the existing visual setting of the Project site, consistent with the Project (just at a lower density/intensity). 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 Project, primarily to the existing agricultural uses to the east of Briggs Road. But, as discussed previously in Subchapter 4.2, 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 Project can be implemented in conformance with the Rockport Ranch Specific Plan, which serves 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 RPIA would be similar to those of the Project.

Agriculture and Forest Resources

The RPIA, like the Project will convert approximately 79.68 acres of the Project site to more intense urban/suburban uses. Based on the data and the analysis performed in Subchapter 4.3, the 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 Project. The Project's impact to agricultural resources is a less than significant adverse impact.

The RPIA would convert approximate 79.68 acres to urban/suburban residential uses. The RPIA alternative has similar impacts to agricultural resources as the Project.

Air Quality

The RPIA will result in construction and operational emissions. It is anticipated that these emissions will be approximately 48% lower that the Project, due to the reduction in overall units.

According to the evaluation in Subchapter 4.4, the Project-specific evaluation of emissions presented in the preceding analysis demonstrates that after implementation of **Standard Conditions SC-AQ-1** through **SC-AQ-4**, construction of the Project would not result in emissions that exceed applicable SCAQMD regional air quality thresholds. Project operational-source emissions would not exceed applicable SCAQMD regional thresholds of significance for emissions (ROG) during operation after implementation of the recommended mitigation measures. All other criteria pollutants are below thresholds.

Given that the proposed density of single-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. However, this his inconsistency can only be corrected when SCAQMD amends AQMP based on updated 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 RPIA would be less than those of the 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 would change the existing biology of the Project site in a manner comparable to the propose Project. The biology information presented in Subchapter 4.5 indicates that due to the lack of significant biological resources within the Project site, the Project is not forecast to cause any direct significant unavoidable adverse impact to sensitive biological resources. With adherence to **Standard Conditions SC-BIO-1** and **SC-BIO-2**, and incorporation of **Mitigation Measures MM-BIO-1** and **MM-BIO-2**, 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 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 Project, but neither alternative would have any significant biological resource impacts.

Cultural Resources

The RPIA would have the same general impacts to cultural resources as the Project. Based on the cultural resources information presented in Subchapter 4.6 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 Condition SC-CUL-1** through **SC-CUL-9**. 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.

Therefore, based on this information, the RPIA would have similar overall impact to cultural resources than the Project, but neither alternative would have any significant cultural resource impacts.

Geology and Soils

The RPIA would involve residential development on the site at a low density than the Project (48% lower that the Project, due to the reduction in overall units); therefore, fewer structures and people under this alternative are subject to onsite geological constraints. According to the geotechnical study summarized for the Project site in Subchapter 4.7, no unavoidable significant adverse geology or soil impacts have been identified in the IS or DEIR. **Standard Conditions SC-GEO-1**, **SC-AQ-3**, and **SC-HYD-3,** and **Mitigation Measure MM-GEO-1** 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 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 Project (48% lower that the Project, due to the reduction in overall units).
According to the evaluation in Subchapter 4.8, with implementation of **Standard Condition SC-GHG-1, Mitigation Measure MM-AQ-1**, and **Mitigation Measure MM-GHG-1**, emission rates will be consistent with applicable significance thresholds (Tier 4 performance standard; 4.6 $MTCO_2e$ per SP in 2021). 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 Project, due to the reduced number of overall units, but neither alternative would have any significant GHG emission impacts.

Hazards and Hazardous Materials

Prior dairy use of the Project site included operational wastes (manure and urine), which includes hazardous materials such as methane. It is assumed that under the RPIA, all remediation shall occur, similar to the Project.

According to the evaluation in Subchapter 4.9, 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**, and **SC-AES-1**, and incorporation of **Mitigation Measures MM-HAZ-1** through **MM-HAZ-11**, 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, hazards and hazardous materials resources impacts from the RPIA would be similar to those of the Project.

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 residential uses.

As outlined in Subchapter 4.10, 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-5**, 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 impacts from the RPIA would be similar to those of the Project.

Land Use and Planning

Under the RPIA, there would be a need for an amendment of the General Plan Land Use designation and zoning classification. As described in Subchapter 4.11, the Project would represent a change to the City's General Plan Land Use plan and the City's Zoning Map. Based

on the data and analysis presented in Subchapter 4.11, implementation of the 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 RPIA would be similar to those of the Project.

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 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 RPIA or of the 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 4.12, 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. Operational impacts/roadway impacts are considered less than significant with the incorporation of Project design features (6' high wall in rear yards), **Standard Conditions SC-NOI-1** and **SC-NOI-2**, and **Mitigation Measure MM-NOI-1**. 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 substantial sources of vibration would be associated with Project operation. Impacts would be less than significant.

No unavoidable, significant adverse noise impacts will occur as a result of Project implementation. Therefore, noise impacts from the RPIA would be slightly less than those of the Project due to the reduced number of overall units.

Population and Housing

With the RPIA, 160 residential buildings would be built, and the projected population would increase in the local area by approximately 506. As shown in Subchapter 4.13, the 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 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 Project, the effects of the RPIA are less than the Project.

Public Services

Fire and Sheriff Services

The RPIA would result in the creation of additional demand for sheriff and fire department services due to the development of 160 single-family residences. As shown in Subchapter 4.14, 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 (**Standard Condition SC-PS-1** and **Standard Condition SC-PS-2**) and implementation of **Mitigation Measure MM-PS-1**, 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. In addition, 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**, **Mitigation Measure MM-PS-2**, payment of DIF (**Standard Condition SC-PS-3**), and through the annual taxes generated by the Project, any potential impact through expansion of police protection services will be less than significant.

Neither alternative would cause a significant impact on fire and sheriff services but impacts from the RPIA would be less than the 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 160 single-family residences. School operations would remain unaffected by development on the Project site. The school districts servicing the 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-4**). 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, MUSD 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 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 160 single-family residences. The libraries servicing the 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-5**). This will preclude the Project from creating any unavoidable significant adverse impact. Neither alternative would cause significant impacts on library services, but the RPIA impact would be less than that of the Project.

<u>Recreation</u>

The RPIA would create additional demand for parks, trails, and recreation facilities due to the development of 160 single-family residences. As outlined in Subchapter 4.15, the existing recreation resources and system in the vicinity of the 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, and payment of DIF. This will ensure that the Project will not cause significant unavoidable adverse impacts to the area recreation resources. Recreation resources impacts from the RPIA when compared to the Project would be less, due to the reduced number of overall units.

Transportation

The RPIA would generate both construction and future occupancy due to the development of 160 single-family residences. Thus, this alternative will have to contribute to the need for local offsite road improvements. According to Subchapter 4.16, the 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 existing with ambient growth (Year 2020) with Project with cumulative traffic conditions, and existing with ambient growth (Year 2040) with Project with cumulative traffic conditions. The analysis concluded that Project impacts would be less than significant and less than significant with mitigation incorporated under these two scenarios, respectively. No significant adverse impacts were attributable to the Project on transpotrationaffic resources. However, transportation resources impacts from the RPIA would be less than those of the Project, due to the reduced number of overall units.

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 160 single-family residences. As described in Subchapter 4.17, 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 revised from the IS. 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.

However, tribal cultural resources impacts from the RPIA would be similar to those of the Project.

Utilities and Service Systems

Solid Waste

The RPIA would create an increase in the amount of solid waste generated on the Project site due to the development of 160 single-family residences. Based on the information presented in Chapter 4.18, 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. Therefore, no significant and unavoidable impacts are anticipated.

However, solid waste resources impacts from the RPIA would be less than those of the Project due to the reduced number of overall units.

Water, Sewer, Stormwater, Electricity, Natural Gas and Telecommunications

The RPIA will result in additional utility usage due to the development of 160 single-family residences. 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 Project, the overall impacts will be substantially greater than the RPIA.

However, these utility impacts from the RPIA would be less than those of the Project, but neither alternative would cause a significant adverse impact to these utility systems.

Energy

The RPIA will result in additional energy usage due to the development of 160 single-family residences. Even though the Project will cause an unavoidable change in the demand for energy, 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 Project, the overall impacts will be substantially greater than the RPIA.

Wildfire

The RPIA will result in the development of 160 single-family residences. Additional exposure of persons to wildfires would result from implementing this alternative. Impacts from the RPIA would be less than those of the Project, but neither alternative would cause a significant adverse impact to wildfires.

5.4.2 Summary of the RPIA

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 meet the following objectives to the same level as the Project:

- Provide a variety of housing opportunities through a range of unit types, sizes, and number of different bedroom counts, including 3, 4, 5, and 6-bedroom units, as well as a range of affordability to accommodate a full spectrum of family demographics and the growing housing needs of the region. The range of unit types, sizes, and number of different bedroom counts would be more limited than the Project.
- Create a development which maximizes recreational open space within the Plan Area. Parkland requirement would be reduced, resulting in less parkland than the Project.
- Provide development standards to regulate the nature and appearance of all construction within the Rockport Ranch Specific Plan area through integration of landform use, architectural design, unified landscape theme, and recreation areas. A specific plan may not be required for the RPIA since the unit count may no longer justify the preparation of a Specific Plan or the development of a master-planned community, lot sizes may increase, and the product type may change to a type which is more apt to be in conformance with the existing zoning and development standards.
- Develop a financing plan that provides for the efficient and timely provision of infrastructure and public services prior to and as development occurs. Less funds would be available under the RPIA to fund infrastructure improvements and public services.
- Finance and/or contribute to all appropriate community and city-wide infrastructure. Less funds would be available under the RPIA as less impact fees would be collected under the RPIA alternative.

Regardless, development of the RPIA would result in comparable or less impact for all environmental issues that the Project

5.5 DISCUSSION OF ALTERNATIVES TO THE PROJECT

Of the three alternatives considered, the RPIA alternative has been determined to be the environmentally superior alternative. Refer to the comparison of alternatives in the matrix provided in Table 5-1 below.

The RPIA has been evaluated as not being a feasible alternative, because it does not meet the majority of the Project objectives discussed in Subchapter 4.2 of this document and summarized above. 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 Project, with the exception of hazards and hazardous materials and water and water quality. It is also unlikely that the NPA is feasible, since it would not meet the Project objectives and retention of these 4 homes within the Project area will be difficult due to the changes in land use occurring within the Project area.

The EGPA was evaluated, and with respect to the EGPA, the continued agricultural use of the site has 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 EGPA alternative would result in comparable or less impact for all environmental issues except for hazards and hazardous materials and hydrology/water quality.

Table 5-1
TABULAR COMPARISON OF PROJECT ALTERNATIVES

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

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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 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 three "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 Project Should it be Implemented and (d) Growth-Inducing Impact of the 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 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 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.

The current General Plan Land Use designation on the Project site is Agriculture (AG). The proposed General Plan Land Use designation is Specific Plan (SP). The Project is proposing to change the zoning classification on the Project site from Heavy Agriculture (A-2-10) to Specific Plan (SP). The proposed non-agricultural General Plan Land Use designation and zoning classification were not anticipated or analyzed in the GPEIR.

The Project site is bordered on the north by single-family homes, on the south by a recreational vehicle campground/park, on the west by a partially developed tract of single-family homes, and Agricultural uses exist to the east of the Project site. This is also the situation for the development to the north and south of the Project site. It could be said that Briggs Road represents an easterly "urban growth limit" to the City. It could also be said that the Project would be a continuation of the development pattern to the north and the west and would represent a logical stopping point for suburban style development within the City. The Project could be considered "in-fill" type development which is referred to by the Governor's Office of Planning and Research as: "building within unused and underutilized lands within existing development patterns, typically but not exclusively in urban areas. Infill development is critical to accommodating growth and redesigning our cities to be environmentally- and socially-sustainable."

In summary, the Project would result in an increased expected population on the site of approximately 965 people. Thus, the Project would be directly growth-inducing. But this growth represents a 1.02% increase in population over estimated 2017 population and a 0.79% increase in population over projected 2040 population in the City of Menifee and represents a 0.038% increase in population over estimated 2017 population and a 0.030% increase in population over projected 2040 population in Riverside County.

Implementation of the Project would not result in the extension of major infrastructure into an area not currently served, potentially inducing premature development. The Project would not indirectly induce population growth by extending infrastructure that may cause adjacent land to become more suitable for development, as this exists to the north, south, west and east of the Project site. The Project would not be a new large project with the potential to create a significant "multiplier effect.". The infrastructure that is being developed would only support the project and not future development. Finally, the Project would not create or change a land use plan that might cause a potential for growth, because the available land and the land uses permitted result in the attraction of new development.

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 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 Project is implemented as proposed. This information is a restatement of the cumulative impacts from Chapter 4.

Aesthetics

As described in Subchapter 4.2, development of the 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 (to the east of Briggs Road), and what was anticipated under the General Plan. 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. 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. The height, colors, materials, and development fabric are consistent with the surrounding development to the north, west, and somewhat to the south. The Project will be a contrast to the rural agricultural uses to the east. The Project, when placed in the context of the development to the north, west, and south, and utilizing Briggs Road as an "urban growth limit" of the City, is appropriate for a Project of this nature, in this location. The Specific Plan 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 Specific Plan, the Project 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.

Agriculture and Forest Resources

As stated in the Initial Study, there is no timberland zoning on the Project site, nor is there any forest land on the Project site.

The City is focusing on developing land in an economically productive way that would 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 Project-specific *LESA* indicated that the Project will have a less than significant impact due to

the conversion of agricultural lands. As described in Subchapter 4.3, **Standard Condition SC-AG-1** have been included proposed to reduce conflicts between the Project and existing agricultural uses in proximity of the Project site to a less than significant level. The Project site is not subject to the Williamson Act.

Since the 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 agricultural and forestry 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, as described in Subchapter 4.4, demonstrates that after implementation of **Standard Conditions SC-AQ-1** through **SC-AQ-4**, the Project would not result in exceedances of regional air quality thresholds during construction. Therefore, the Project construction-source air emissions would be considered a less than significant impact.

Project operational-source emissions will exceed applicable SCAQMD regional thresholds for emissions. With the implementation of **Mitigation Measure MM-AQ-1**, any impacts, namely ROG, can be reduced to a less than significant level. All other criteria pollutants are below thresholds. Per SCAQMD significance guidance, these impacts at the Project level will not have a cumulatively significant impact persisting over the life of the Project.

Conflicts due to odors between the Project and the adjacent Ramona Egg Ranch can be addressed through by providing disclosure to future residents that the property is located within 1 mile of farmland as designated on the most recent Important Farmland Map. In addition, the Project is subject to City of Menifee Ordinance No. 625 (Right-to-Farm Ordinance). This Ordinance requires prospective buyers of property adjacent to agricultural land to be notified through the title report that they could be subject to inconvenience or discomfort resulting from accepted farming activities as per provisions of the City's Right-to-Farm ordinance (**Standard Condition SC-AG-1**). These impacts are not considered cumulative in nature.

Given that the proposed density of single-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 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.

Biological Resources

Cumulative biological impacts are defined as those impacts resulting from the development within the MSHCP Plan Area as a result of build out of the Cities and County's General Plans. (MSHCP EIR/EIS). The MSHCP establishes the management of biological resources in western Riverside

County (including the City of Menifee) that defines cumulative biological resource values and measures the loss of biology resources that constitutes a cumulative adverse impact.

Development of the 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 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 (including the City of Menifee).

As discussed in Subchapter 4.5, with adherence to **Standard Conditions SC-BIO-1** and **SC-BIO-2**, and incorporation of **Mitigation Measures MM-BIO-1** and **MM-BIO-2**, 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; and 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.

The Project will have no 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; or 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.

There are no significant biology resources located within the Project site and the Project can be implemented consistent with the criteria identified in the MSHCP, with adherence to **Standard Conditions SC-BIO-1** and **SC-BIO-2**, and incorporation of **Mitigation Measures MM-BIO-1** and **MM-BIO-2**.

Based on adherence to **Standard Conditions SC-BIO-1** and **SC-BIO-2**, and incorporation of **Mitigation Measures MM-BIO-1** and **MM-BIO-2**, and the overall lack of any habitat to support sensitive species or a substantial wildlife population, the Project will not result in adverse cumulative biology resource impacts that rise to a cumulatively considerable level. Project biology impacts are less than significant.

<u>Cultural Resources</u>

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.

As presented in Subchapter 4.6, with implementation of **Standard Conditions SC-CUL-1** through **SC-CUL-9**, 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.

Geology and Soils

According to Subchapter 4.7, development of the Project will be affected by geotechnical constraints on the property. 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). 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** and **Mitigation Measure MM-GEO-1**, which requires compliance with recommendations contained in the *Geo Evaluation*.

Greenhouse Gases

GHG emissions are assumed to be cumulative. An individual project such as the Project cannot generate enough greenhouse gas emissions to effect a discernible change in global climate. For example, statewide GHG source emissions totaled about 427 MMT CO_2e in 1990, 480 MMT CO_2e in 2005, and 442 MMT CO_2e in 2014. The Project will generate less than annual equivalent emission of 4,201 MTCO_2e, or about 0.0095% of the 2014 amount.

However, the Project may contribute to global climate change by its incremental contribution of greenhouse gases. As presented in Subchapter 4.8, with implementation of **Standard Condition SC-GHG-1**, **Mitigation Measure MM-AQ-1**, and **Mitigation Measure MM-GHG-1**, emission rates will be consistent with applicable significance thresholds (Tier 4 performance standard; 4.4 MTCO_2e per SP in 2021). With implementation of these mitigation measures, impacts would be reduced to a less than significant level.

Thus, the 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 Subchapter 4.9, 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 WQMP. No cumulative impacts will occur.

There are no private airstrips within two miles of the Project site. The closest private airstrip, Pines Private Airfield, is located approximately 2.8 miles to the southeast of the Project site. No cumulative impacts will occur.

A limited potential exists to interfere with an emergency response or evacuation plan during construction. The majority of the 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. There are also 14 existing SCE overhead poles with two 115kV transmission lines along Briggs Road that will be relocated into the parkway behind the curb, gutter, and sidewalk. Control of access will ensure emergency access to the site and Project area during construction through the submittal and approval of a 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 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 3.6 miles due north of the Project site. Perris Unified High School District 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 1.9 miles south-southeast 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 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 a fire hazard zone. There are no wildland conditions in the suburbanized area where the Project site is located. No cumulative impacts will occur.

Due to the apparent age of the structures on-site, federal regulations require an asbestos containing materials and lead based paint survey must be performed on the existing site structures when the structures are not occupied and prior to demolition. With incorporation of **Mitigation Measure MM-HAZ-1**, any Project impacts related to potential occurrences of ACM and LBP will be reduced to a less than significant level. No cumulative impacts will occur.

Because of the prior dairy use on the site, the potential exists for methane to be present on-site. For a typical dairy operation, there is variable organic material beneath the surface due to the

significant quantities of manure and urine produced by the livestock. There are three (3) general areas present at the Project site: areas where there was not significant use for domestic animal /dairy related uses (highlighted in green and labeled Area 1 on **Figure 4.9-1**; areas where domestic animals were present and kept in pens and/or manure stored and spread (areas with no highlights and labeled Area 2 on **Figure 4.9-1)**; and areas of stock ponds or desilting basins that collected the urine and other liquid waste from the animals at the site (areas with red highlights and labeled Area 3 on **Figure 4.9-1**. **Mitigation Measures MM-HAZ-2** through **MM-HAZ-8** will be incorporated to ensure that any potential impacts from methane on 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. Approximately 65% of the Project site is located at the southerly limits of Zone E. The runway for March Air Reserve Base/Inland Port Airport is located approximately 13 miles to the northwest of the Project site. **Mitigation Measures MM-HAZ-9** through **MM-HAZ-11** will be incorporated so that future residents of the Project will be aware of the potential impacts from the March Air Reserve Base/Inland Port Airport. 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**, and **SC-AES-1**, and incorporation of **Mitigation Measures MM-HAZ-1** through **MM-HAZ-11**, the 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. Based on the information presented in Chapter 4.10, **Standard Conditions SC-HYD-1** through **SC-HYD-5**, 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-5**, 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-5**, 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 Project, when considered in conjunction with other existing and planned developments in the Project area, would result in developing a former dairy site (which currently has four residences located on site) to 305 single-family residential lots, with 20.1-acres of trails, open space, and recreation, and 21.18-acres of roads. The cumulative study area analyzed for potential land use impacts is the City of Menifee.

The current General Plan Land Use designation on the Project site is Agriculture (AG). The

proposed General Plan Land Use designation is Specific Plan (SP). The Project is proposing to change the zoning classification on the Project site from Heavy Agriculture (A-2-10) to Specific Plan (SP). The proposed non-agricultural General Plan Land Use designation and zoning classification were not anticipated or analyzed in the GPEIR.

In addition, at 3.164 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 965 persons at Project buildout. The 965 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 (**Table 4.11-2, *RTP/SCS Goals***) demonstrates that Project impacts will be considered less than significant impact.

The Project site is bordered on the north by single-family homes, on the south by a recreational vehicle campground/park, on the west by a partially developed tract of single-family homes, and Agricultural uses exist to the east of the Project site. Briggs Road represents an easterly "urban growth limit" to the City. The Project would be a continuation of the development pattern to the north and to the east and would represent a logical stopping point for suburban style development within the City.

Based on the surrounding development pattern, and the urban growth line provided by Briggs Road, any land use conflicts with the General Plan or zoning from the Project are considered less than significant. Lastly, as discussed in Subchapter 4.3, Agriculture and Forestry Resources, due to the suburban pattern of development existing and planning in the Project vicinity, the current high value of the land and quality of the water supply available from the wells on site makes this site unsuitable for continuing agricultural use.

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

Therefore, based on the analysis contained in Subchapter 4.11, the Project will not result in significant cumulative impacts.

Implementation of the Project will also result in cumulative impacts to the existing zoning; however, the Project will be consistent with the proposed zoning with the approval of the Project's General Plan Amendment (GPA) and Change of Zone (CZ).

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 Project will not cause any adverse impacts to mineral resource or values. As a result, the 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 Project, cumulative impacts are the incremental effects of the 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.

As stated in Subchapter 4.12, 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. Any construction-related noise impacts are considered less than significant.

Any permanent increases in ambient noise levels in the Project vicinity (above levels existing without the Project) are considered less than significant with the incorporation of Project design features (6' high wall in rear yards), **Standard Conditions SC-NOI-1** and **SC-NOI-2**, and **Mitigation Measure MM-NOI-1**.

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.

The Project would include development of a community park. No substantial sources of vibration would be associated with Project operation. Impacts would be less than significant.

Based on this information, no cumulative impacts are anticipated from the implementation of the 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.

According to Subchapter 4.13, the Project would result in the development of 305 single-family residential lots. At 3.164 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 965 persons at Project buildout. The 965 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 1.02% increase in population over estimated 2017 population and a 0.79% increase in population over projected 2040 population in the City of Menifee and represents a 0.038% increase in population over estimated 2017 population and a 0.030% increase in population over projected 2040 population in Riverside County.

The Project represents a 1.11% increase in households over 2017 estimate households, and a 0.63% increase in households over projected 2040 households in the City of Menifee and represents a 0.058% increase in households over estimated 2017 households, and a 0.029% 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 IS determined that the Project would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere, or displace substantial numbers

of people, necessitating the construction of replacement housing elsewhere. No impact will occur.

Therefore, the residential population and housing growth from the Project is not considered cumulatively considerable and significant.

Public Services

Based on the information presented in Chapter 4.14, the Project represents a 1.02% increase in population over estimated 2017 population and a 0.76% increase in population over projected 2040 population in the City of Menifee and represents a 0.038% increase in population over estimated 2017 population and a 0.030% increase in population over projected 2040 population in Riverside County.

The Project represents a 1.11% increase in households over 2017 estimate households, and a 0.63% increase in households over projected 2040 households in the City of Menifee and represents a 0.058% increase in households over estimated 2017 households, and a 0.029% 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 Project shall participate in the DIF (**Standard Condition SC-PS-1**) Program as adopted by the City to mitigate a portion of these impacts. This will provide funding for capital improvements such as land, equipment purchases and fire station construction. The 305 units envisioned for 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. In addition, the Project shall establish a funding mechanism, such as a safety services tax or payment of an in-lieu fee to mitigate its impact to the City's General Fund for Public Safety Services to mitigate any impacts.

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.

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 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 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. The Sheriff Department reserves the right to negotiate developer agreements associated with the development of land and/or construction of Sheriff Services support facilities to meet service demands.

Based on the incorporation of **Mitigation Measure MM-PS-1**, **Mitigation Measure MM-PS-2**, payment of DIF (**Standard Condition SC-PS-3**) and annual taxes generated by the 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.

The Project, in conjunction with other projects anticipated within the Project area will generate students in excess of what the local schools are presently able to accommodate. The payment of school impact fees (**Standard Condition SC-PS-4**) 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.

The Project, in conjunction with other projects anticipated within the Project area will generate additional demand upon library services and the need for books. The payment of DIF (**Standard Condition SC-PS-5**) 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.

As described in Subchapter 4.15, the Project proposes 20.1-acres of private recreational open space and trails. Landscaped open space consists of 8.9-acres for the development of paseos, passive landscape areas, and perimeter landscaping. The Project will also provide 11 combined acres for parks and recreational areas, tot lots, a pool, sidewalks/trails and lakes. The main purpose for the lake is retention/detention; however, passive recreational opportunities (walks, seating) will be provided. Sidewalks and trails are planned for access to all these features. 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 4.83 acres (which, due to its Agricultural Land Use Designation, was not anticipated in the City's General Plan). Even with the addition of these 4.83 acres, the demand would increase to 411.83 acres, which is still well within the designated acreage for parkland in the City at buildout.

The Project will be required to pay in-lieu fees in order to comply with the Quimby Act (as implemented under Municipal Code Section 9.55) 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 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 cumulative impacts associated with development of the Project would be less than significant impact to Recreation resources.

Transportation

The Project will have no impact that would result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks; or conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. The Project would have a less than significant impact that could result in inadequate emergency access. No cumulative impacts will occur.

As stated in Subchapter 4.16, the Project will contribute to the generation of additional traffic on local and regional roadways. The Project is not consistent with the land use and density for the site as identified in the City's adopted General Plan; however, it is consistent with the General Plan's Circulation Element, i.e. the 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 existing with ambient growth (Year 2020) with Project with cumulative traffic conditions, and existing with ambient growth (Year 2040) with Project with cumulative traffic conditions. The analysis concluded that Project impacts would be less than significant and less than significant with mitigation incorporated under these two scenarios, respectively. Therefore, any cumulative impacts from Project implementation will not 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 Project is the continued loss of these resources. The 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.

As described in Subchapter 4.17, implementation of **Standard Conditions SC-CUL-1** through **SC-**

CUL-8, as revised from the IS, the contribution of the Project to the cumulative loss of known and unknown tribal cultural 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 sewer capacity, respectively, to meet the demand of the Project. Based on the information presented in Chapter 4.18, water and wastewater management systems and utility systems (electricity, natural gas and telecommunications), are capable of meeting the cumulative demand for these systems. With adherence *Standard Conditions SC-USS-2* through **SC-USS-4** and to **SC-HYD-1**, **SC-HYD-2**, **SC-HYD-3**, and **SC-HYD-5**, and impacts are considered less than significant. Thus, the Project will not cause cumulatively considerable significant adverse impacts on these systems.

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-1**. Therefore, due to available capacity and implementation of **Standard Condition SC-USS-1**, 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.

Energy

As described in Subchapter 4.19, energy usage is assumed to be cumulative. The 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 **Mitigation Measure MM-GHG-1**.

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 **Mitigation Measure MM-GHG-1**.

Wildfire

According to the IS and Subchapter 4.20, 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 moderate, high or very high fire hazard severity on Exhibit S-6 High Fire Hazard Areas of Menifee General Plan. 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 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, no cumulatively considerable environmental impacts are forecast to result from implementing the 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 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 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 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 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 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 Project will continue to represent a long-term commitment of essentially nonrenewable resources.

Operation of the Project would also require potable water. It is projected that the Project will add in increment of 30,500 mgd of wastewater (based on 100 mgd/day/household). Based on the conclusions documented in the Eastern Municipal Water District (EMWD), 2015 Urban Water Management Plan (*2015 UWMP*), June 2016, 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 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 4.10, 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 Subchapter 4.5, Biological Resources, implementation of the 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 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 Project is implemented as proposed.

Aesthetics

The existing visual setting of the 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 Project, primarily to the existing agricultural uses to the east of Briggs Road. But, as discussed in Subchapter 4.2, 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 Project can be implemented in conformance with the Rockport Ranch Specific Plan, which serves 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

Based on the information presented in Chapter 4.3, the 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 Project. The Project's impact to agricultural resources is a less than significant adverse impact.

Air Quality

The Project-specific evaluation of emissions, as presented in Subchapter 4.4, demonstrates that after implementation of **Standard Conditions SC-AQ-1** through **SC-AQ-4**, construction of the Project would not result in emissions that exceed applicable SCAQMD regional air quality thresholds. Project operational-source emissions would not exceed applicable SCAQMD regional thresholds of significance for emissions (ROG) during operation after implementation of the recommended mitigation measures. All other criteria pollutants are below thresholds.

Given that the proposed density of single-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. However, this inconsistency can only be corrected when SCAQMD amends AQMP based on updated 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.

Biological Resources

Due to the lack of significant biological resources within the Project site, the Project is not forecast to cause any direct significant unavoidable adverse impact to sensitive biological resources. As described in Subchapter 4.5, with adherence to **Standard Conditions SC-BIO-1** and **SC-BIO-2**, and incorporation of **Mitigation Measures MM-BIO-1** and **MM-BIO-2**, 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 Project is not forecast to cause significant unavoidable adverse impacts to biological resources. Project biology impacts are less than significant.

Cultural Resources

Based on the information presented in Chapter 4.6 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-9**. 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.

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 or DEIR. According to Subchapter 4.7, **Standard Conditions SC-GEO-1, SC-AQ-3**, and **SC-HYD-3**, and **Mitigation Measure MM-GEO-1** 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. The Project can be implemented without causing or experiencing significant unavoidable adverse geology or soil impacts.

Greenhouse Gases

As described in Subchapter 4.8, an individual project such as the Project cannot generate enough greenhouse gas emissions to effect a discernible change in global climate. However, the Project may contribute to global climate change by its incremental contribution of greenhouse gasses.

With implementation of **Standard Condition SC-GHG-1, Mitigation Measure MM-AQ-1**, and **Mitigation Measure MM-GHG-1**, emission rates will be consistent with applicable significance thresholds (Tier 4 performance standard; 4.4 $MTCO_2e$ per SP in 2021). 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,

as stated in Subchapter 4.9, adherence to **Standard Conditions SC-HYD-1**, **SC-HYD-2**, **SC-TR-1**, and **SC-AES-1**, and incorporation of **Mitigation Measures MM-HAZ-1** through **MM-HAZ-11**, 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, as presented in Subchapter 4.10, through a combination of design measures included in the drainage design (Project Specific) and **Standard Conditions SC-HYD-1** through **SC-HYD-5**, 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 Project would represent a change to the City's General Plan Land Use plan and the City's Zoning Map. Based on the data and analysis presented in Subchapter 4.11, implementation of the 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 Project has no potential to cause any unavoidable adverse impact to mineral resources or values in Riverside County.

Noise

As stated above in Subchapter 4.13, 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. Operational impacts/roadway impacts are considered less than significant with the incorporation of Project design features (6' high wall in rear yards), **Standard Conditions SC-NOI-1** and **SC-NOI-2**, and **Mitigation Measure MM-NOI-1**. 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.

The Project would include development of a community park. No substantial sources of vibration would be associated with Project operation. Impacts would be less than significant.

No unavoidable, significant adverse noise impacts will occur as a result of Project implementation.

Population and Housing

The 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 4.13, implementation of the 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

Based on the information presented in Chapter 4.14, 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 (**Standard Condition SC-PS-1** and **Standard Condition SC-PS-2**) and implementation of **Mitigation Measure MM-PS-1** 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 will be reduced to a less than significant level.

In addition, 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**, **Mitigation Measure MM-PS-2**, payment of DIF (**Standard Condition SC-PS-3**), and through the annual taxes generated by the Project, any potential impact through expansion of police protection services will be less than significant.

The school districts servicing the 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 (**Standard Condition SC-PS-4**). 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, MUSD 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 libraries servicing the 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 (**Standard Condition SC-PS-5**). This will preclude the Project from creating any unavoidable significant adverse impact.

Recreation

As described in Subchapter 4.15, the existing recreation resources and system in the vicinity of the 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, and payment of DIF. This will ensure that the Project will not cause significant unavoidable adverse impacts to the area recreation resources.

Transportation

According to Subchapter 4.16, the 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 existing with ambient growth (Year 2020) with Project with cumulative traffic conditions, and

existing with ambient growth (Year 2040) with Project with cumulative traffic conditions. The analysis concluded that Project impacts would be less than significant and less than significant with mitigation incorporated under these two scenarios, respectively. No significant adverse impacts were attributable to the Project on transportation resources.

Tribal Cultural Resources

As described in Subchapter 4.17, all potential tribal cultural resources impacts would be limited and can be reduced to a less than significant impact level with adherence to **Standards Condition SC-CUL-1** through **SC-CUL-8**, as revised from the IS. 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.

Utilities and Service Systems

Based on the information presented in Chapter 4.18, even though the Project will cause an unavoidable change in the demand for water and wastewater, stormwater and utility systems (electricity, natural gas and telecommunications), 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.

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. Therefore, no significant and unavoidable impacts are anticipated.

Energy

As described in Subchapter 4.19, the 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 **Mitigation Measure MM-GHG-1**.

With implementation of **Mitigation Measure MM-GHG-1**, 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.

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, as presented in Subchapter 4.20, adherence to **Standard Conditions SC-PS-1**, **SC-PS-2**, and **SC-TR-1**, 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 Project would result in significant unavoidable impacts to air quality. No other significant unavoidable impacts are forecast to occur as a result of construction or operation of the Project.

CHAPTER 7 – PREPARATION RESOURCES

7.1 REPORT PREPARATION

7.1.1 Lead Agency

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7.1.3 EIR Technical Consultants

- Air Quality – RECON Environmental, Inc.
- Biology – LSA Associates, Inc. (MSHCP & BUOW), Arborist Consulting Services (Arborist Report)
- Cultural – Laguna Mountain Environmental, Inc.
- Geotechnical – GEOTEK, Inc., Waypoint Analytical (Soils Analysis), Carlin Environmental Consulting, Inc. (Methane Report)
- Greenhouse Gases – RECON Environmental, Inc.
- Phase 1 ESA – GEOTEK, Inc.
- Hydrology / Water Quality – Excel Engineering
- Noise – RECON Environmental, Inc.
- Fiscal Impact Analysis – Development Planning and Financing Group, Inc.
- Traffic – Linscott, Law & Greenspan
- Energy – RECON Environmental, Inc.

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E-mail correspondence with Sargent Ralph Rico of the with the Riverside County Sheriff's Department on August 28, 2017

Eastern Municipal Water District (EMWD), 2015 Urban Water Management Plan, June 2016 https://www.emwd.org/home/showdocument?id=1506

EMWD Capital Improvement Program Update (*CIP Update*) https://www.emwd.org/about-emwd/emwd-construction-projects

EMWD Capital Improvement Program Update, Power Point Presentation, prepared by Joe Mouawad, P.E., dated November 9, 2016 http://docplayer.net/42139514-Capital-improvement-program-update.html

Eastern Municipal Water District Comprehensive Annual Financial Report https://www.emwd.org/home/showdocument?id=16318

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

*EMWD Water/Sewer Will Serve Lette*r, 3-12-2018 (**Appendix J3**)

EMWD, Water Shortage Contingency Plan, January 2016
https://www.emwd.org/use-water-wisely/water-shortage-contingency-plan

Fiscal Impact Analysis for Rockport Ranch, prepared by DPFG, dated 5-4-2018 (**Appendix L1**)

Geotechnical Evaluation for Proposed Single-Family Residential Development 29875 Newport Road Menifee, Riverside County, California, prepared by GEOTEK, Inc., 3-2016 (**Appendix F1**)

Google Maps https://www.google.com/maps

Governor's Office of Planning and Research, Infill Development
http://www.opr.ca.gov/planning/land-use/infill-development/

Hydraulic / Hydrology Study for Menifee Valley Area Drainage Plan, prepared by Rick Engineering Company, 8-16-2007 (**Appendix J2.b**)

Hydraulic / Hydrology Study for Rockport Ranch Development, prepared by Excel Engineering, 7-31-2019 (**Appendix J2.a**)

Lake-Wetpond Water Supply Technical Memo, prepared by Excel Engineering, 4-25-2018 (**Appendix J4**)

Limited Sampling and Laboratory Testing, prepared by GEOTEK, Inc., 3-21-2017 (**Appendix G2**)

Map My County, (**Appendix A**)

March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan http://www.rcaluc.org/Portals/0/17%20-%20Vol.%201%20March%20Air%20Reserve%20Base%20Final.pdf?ver=2016-08-15-145812-700

Menifee Unified School District (MUSD) Website http://www.menifeeusd.org/

Menifee USD Enrollment Report (Internal), dated May 18, 2018 via telephone correspondence with Ms. Kristin Simpson, Assistant Superintendent Secretary, MUSD on May 22, 2018

Methane Related Services for the Former Abacherli Dairy Site, City of Menifee, Riverside County, California, prepared by Carlin Environmental Consulting, Inc., 2-2016 (**Appendix H**)

Metropolitan Water District (MWD), 2015 Regional Urban Water Management Plan, June 2016 http://www.mwdh2o.com/PDF%202016%20Background%20Materials%20Part%202/Metropolitan%20Draft%202015%20UWMP%20to%20MAs%20-%20Full%20Report%2012-17-2015_HiRes.pdf

Multi Species Habitat Conservation Plan (MSHCP) Consistency Analysis and Habitat Assessment, prepared by LSA Associates, Inc., 2-2016 (**Appendix D1**)

Native American Consultation Request for General Plan Amendment No. 2016-287, Specific Plan No. 2016-286, Change of Zone No. 2016-288, and Tract Map No. 2016-285, (SB 18) prepared by City of Menifee, 2-2017 (**Appendix E2**)

Noise Analysis for the Rockport Ranch Project, Menifee, California, prepared by RECON Environmental, Inc., 3-21-19 (**Appendix K**)

Notice of Preparation (Subchapter 8.1, Notice of Preparation (NOP) / NOP Distribution List)
Perris Union High School District (PUHSD) Website http://www.puhsd.org/

Perris Union High School District 2016-17 School Accountability Report Card, published during the 2017-18 School Year http://hhs.puhsd.org/pages/school-accountability-report-card

Phase I Environmental Site Assessment 29875 Newport Road Menifee, Riverside County, California 92584, prepared by GEOTEK, Inc., 2-2016 (**Appendix G1**)

Planning Division Development Impact Fee Memo dated July 3, 2017 https://www.cityofmenifee.us/DocumentCenter/Home/View/1876

Project Plans, prepared by Excel Engineering, 8-2019 (**Appendix P**)

Project Specific Water Quality Management Plan, Rockport Ranch, prepared by Excel Engineering, 6-17-2019 (**Appendix J1**)

Public Resources Code Section 12220(g) http://codes.findlaw.com/ca/public-resources-code/prc-sect-12220.html;

2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf

2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Final PEIR – Section 3.11 Land Use and Planning
http://scagrtpscs.net/Documents/2016/peir/draft/2016dPEIR_3_11_LandUseandPlanning.pdf

Revised Traffic Impact Analysis Report - Rockport Ranch Project, Menifee, California, prepared by Linscott, Law & Greenspan, 1-18-2018 (**Appendix M**)

Riverside County Fire Department Website http://www.rvcfire.org/Pages/default.aspx

Rockport historical well water usage e-mail received from Jason Greminger, Project Manager on May 16, 2018

Rockport Ranch Development Project, Menifee, prepared by Arborist Consulting Services, 1-30-2018 **(Appendix D3**)

Rockport Ranch Energy Conservation Assessment, prepared by Recon Environmental, 3-21-2019 (**Appendix Q**)

Rockport Ranch Fiscal Impact Analysis Review, prepared by Spicer Consulting Group, 9-6-2018 (**Appendix L2**)

Rockport Ranch Specific Plan, prepared by Consultants Collaborative, 8-5-2019 (**Appendix O**)

SB18 Tribal Responses, January – 3-2017 (**Appendix N2**)

Soil Sample Analysis Results, prepared by Waypoint Analytical, 2-2016 (**Appendix F2**)

South Coast Air Quality Management District Rule 403. http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403.pdf

Southern California Association of Governments Website
http://www.scag.ca.gov/about/Pages/Home.aspx

Southern California Association of Governments Final 2016 RTP/SCS, Demographics & Growth Forecasts Appendix
http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_DemographicsGrowthForecast.pdf

Southern California Association of Governments (SCAG) Sustainability Planning Grant Website: http://sustain.scag.ca.gov/Pages/Grants%20and%20Local%20Assistance/GrantsLocalAssistance.aspx

State of California Department of Finance
http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/

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

Telephone conversation with Firefighter Hauer of Fire Station #68 on May 9, 2018

Telephone conversation with Lieutenant Scott Forbes of the City of Menifee, Police Department on June 12, 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

Water Efficient Guidelines for New Development, July 19, 2013
http://www.emwd.org/home/showdocument?id=6987

Water Quality Control Plan for the Santa Ana River Basin (8)
https://www.waterboards.ca.gov/santaana/water_issues/programs/basin_plan/

Western Riverside County Multiple Species Habitat Conservation Plan.
http://rctlma.org/Portals/0/mshcp/volume1/sec6.html

Western Riverside County Non-Motorized Transportation Plan. http://ca-wrcog.civicplus.com/DocumentCenter/View/194

Western Riverside Council of Governments (WRCOG) Website: http://www.wrcog.cog.ca.us

Western Riverside Council of Governments (WRCOG) Transportation Uniform Mitigation Calculation Handbook http://www.wrcog.cog.ca.us/DocumentCenter/View/538

Western Riverside Council of Governments (WRCOG) Regional System of Highways and Arterials, Transportation Uniform Mitigation Fee Program – Figure 4.4
http://www.wrcog.cog.ca.us/DocumentCenter/View/280

United States Census (2010) https://www.census.gov/2010census/

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 SCOPING MEETING & PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

To: Responsible and Trustee Agencies; Property Owners and Interested Individuals and Organizations

From: City of Menifee

Subject: A Notice of Preparation for Planning Application Nos. General Plan Amendment No. (GPA) 2016-287, Change of Zone No. (CZ) 2016-288, Specific Plan No. (SP) 2016-286, and Tentative Tract Map No. (TR) 2016-285 (TR 37131) – "Rockport Ranch".

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 residential development project on 79.68 acres (Rockport Ranch Project – Consultants Collaborative, Inc., Applicant). The property is generally located north of the Wilderness Lakes RV Resort, south of Old Newport Road, west of Briggs Road and east of the Lakes residential development, within the City of Menifee, County of Riverside, State of California (Assessor Parcel Numbers: 364-190-004 and 364-190-005). Reference **Figure 1, *Location Map***.

Project Description:

While considered a single proposal for processing by the City, the proposed Project includes four (4) distinct development actions, more specifically described as follows:

1. GPA No. 2016-287 proposes to amend the Project site's designation in the General Plan Land Use Element from Agriculture (AG) to Specific Plan (SP).
2. CZ No. 2016-288 proposes to change the Project site's zoning classification from Heavy Agriculture – 10-Acre Minimum (A-2-10) to Specific Plan (SP).
3. SP No. 2016-286 proposes establishment of a Specific Plan on a total of 79.68 acres for 305 residential lots (96 single-family courtyard residential units and 209 single-family residential units), 20.1 acres of trails, open space, and recreation and 21.18 acres of road and easements. The overall residential density of the Project will be 3.82 dwelling units per acre.
4. TR No. 2016-285 (TR 37131) proposes the subdivision of 79.68 gross-acres into a total of 305 residential lots (96 single-family courtyard residential units and 209 single-family residential units), 20.1 acres of trails, open space, and recreation and 21.18 acres of road and easements. The overall residential density of the Project will be 3.82 dwelling units per acre.

The residential lots include the following: 60 lots with a minimum lot size of 5,000 square feet (sq. ft.); 79 lots with a minimum lot size of 6,000 sq. ft.; 43 lots with a minimum lot size of 6,500 sq. ft.; 27 lots with a minimum lot size of 7,000 sq. ft.; and 96 courtyard type lot. (Courtyard type developments allow units to take access off a single private drive. A maximum of 8 units will take access off this private drive.)

The open space lots include lots for recreation (0.3-acre private pool, 1.2-acre park, 0.1-acre tot lot), two (2) lakes comprising 5.2 acres, 0.6-acre water quality features, and 8.5 acres of landscaping throughout the development for paseos and additional perimeter landscaping. The development is proposed to be a gated community.

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, Agriculture Resources, Air Quality, Biological Resources, Geology/Soils, Greenhouse Gases, Hazards and Hazardous Materials, Hydrology/Water Quality, Land Use/Planning, Noise, Population and Housing, Public Services, Recreation, Transportation/Traffic, Tribal Cultural Resources, and Utilities and Service Systems.

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 **September 14, 2017, at 6:30 p.m.** The scoping meeting will be held at the City of Menifee, City Council Chambers located at 29714 Haun Road, Menifee, CA 92586.

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 **Tuesday, September 5, 2017 and conclude on Wednesday, October 5, 2017 at 5:00 p.m.** The Initial Study for the Project may be downloaded from the City's website:

http://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	Paloma Valley Library 31375 Bradley Road Menifee, CA 92584 (951) 301-3682	Sun City Library 26982 Cherry Hills Boulevard, Menifee, CA 92586 (951) 679-3534

Any responses must be submitted to the City of Menifee, Community Development Department at the earliest possible date, but no later than the **October 5th** deadline. Comments must be submitted in writing, or via email, to:

Ryan Fowler, Senior Planner
City of Menifee, Community Development Department
29714 Haun Road
Menifee, CA 92586
(951) 723-3740
rfowler@cityofmenifee.us

Figure 1
Location Map

Local Public Affairs
Southern California Edison
CEQA Review
26100 Menifee Rd.
Menifee, CA 92585

Josh Thiel-Tract Supervisor
Southern California Edison
CEQA Review
24487 Prielipp Dr.
Wildomar CA 92595

California Department of Transportation – District 8
Attn: Dan Kopulsky - 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
Attn: Strategic Planning
CEQA Review
210 W. San Jacinto Ave
Perris, CA 92570

City of Canyon Lake
Planning Division
CEQA Review
31516 Railroad Canyon Road
Canyon Lake, CA 92587

City of Wildomar
Planning Division
CEQA Review
23873 Clinton Keith Road, Suite 201
Wildomar, CA 92595

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
Rosemead, CA 91770

Verizon California
CEQA Review
9 South 4th Street
Redlands, CA 92373

Eastern Municipal Water District
Attn: Rebecca Tibayan
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
Attn: Steve Swarthout
CEQA Review
2300 Market Street, Suite 150
Riverside, CA 92501

City of Hemet
Planning Department
CEQA Review
445 E. Florida Avenue
Hemet, CA 92543

City of Lake Elsinore
Planning Division
CEQA Review
130 South Main Street
Lake Elsinore, CA 92530

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

Jim McPherson
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

Patricia Garcia
Agua Caliente Band of Cahuilla Indians
CEQA Review
5401 Dinah Shore Drive
Palm Springs, CA 92264

Riverside County EPD
CEQA Review
4080 Lemon Street, 12th Floor
Riverside, CA 92501
Attn: Teresa Harness

Sgt. Sam Morovich
Riverside County Sheriff's Department
CEQA Review
137 N. Perris Blvd, Suite A
Perris, CA 92501

Menifee Valley Historical Association
Attn: Barbara Spencer
CEQA Review
33751 Zeiders Road
Menifee, CA 92584

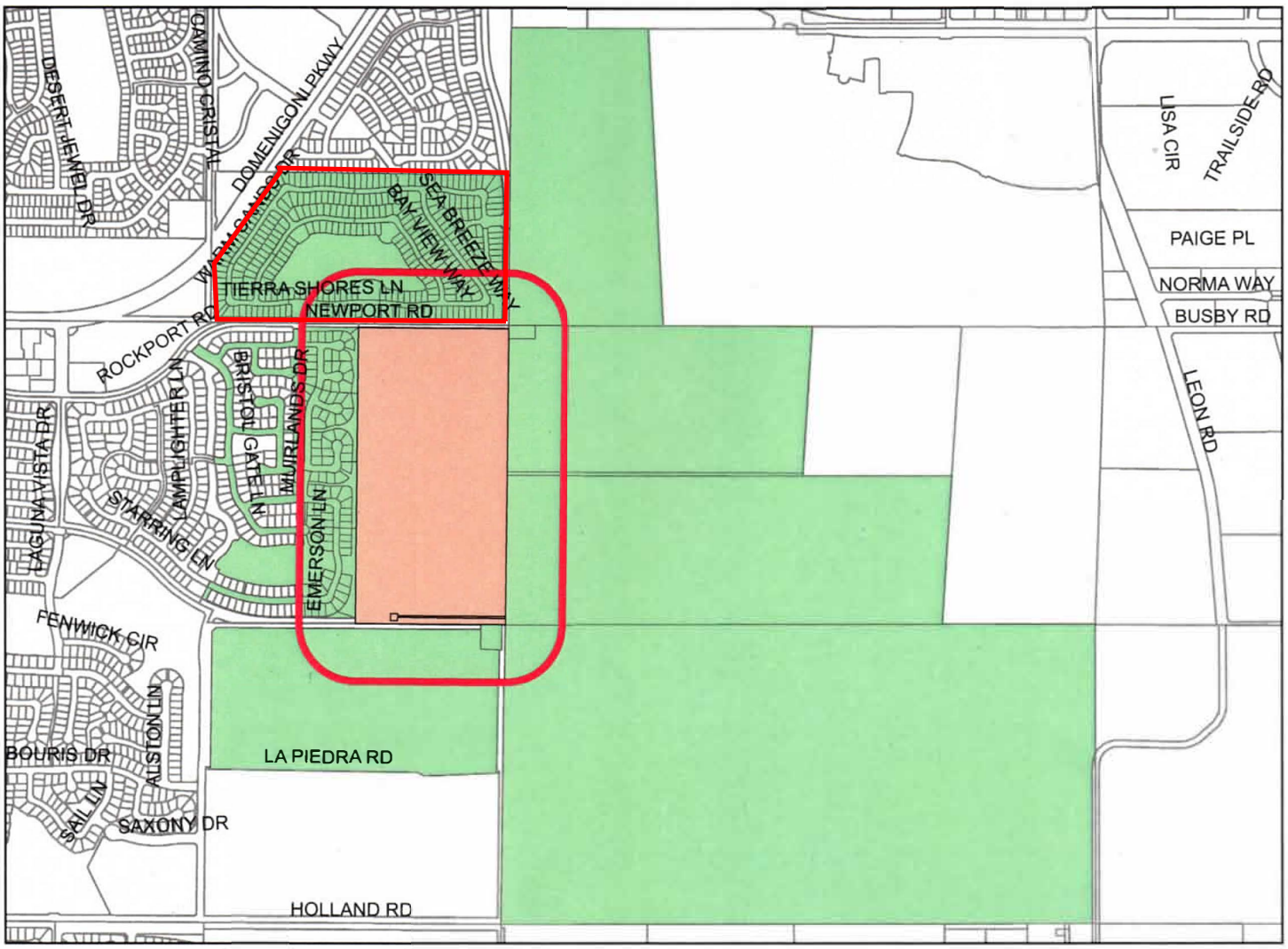
Western Riverside County Regional Conservation Authority
CEQA Review
3403 Tenth Street, Suite 320
Riverside, CA 92501

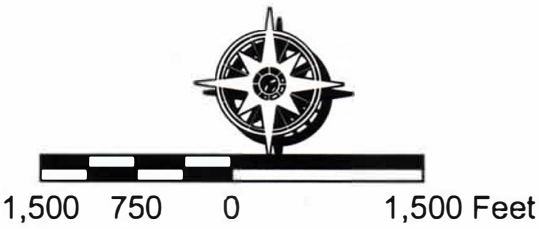
State of California
Native American Heritage Commission
CEQA Review
1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691

City of Perris
Planning Division
CEQA Review
135 North “D” Street
Perris, CA 92570

City of Murrieta – Planning Division
CEQA Review
1 Town Square
Murrieta, CA 92562

APN: 364-190-004, 005 (500 feet buffer and Tierra Shores)





PROPERTY OWNERS CERTIFICATION FORM

I, VINNIE NGUYEN certify that on Aug 21, 2017,

The attached property owners list was prepared by Riverside County GIS,

APN (s) or case numbers 364-190-004, 005 For

Company or Individual's Name RCIT - GIS,

Distance buffered 500'

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

ASMT: 340470001, APN: 340470001
MELISSA KRAAY, ETAL
29753 TIERRA SHORES LN
MENIFEE, CA. 92584

ASMT: 340470002, APN: 340470002
KIERAN NAVARRO
29743 TIERRA SHORES LN
MENIFEE, CA. 92584

ASMT: 340470003, APN: 340470003
CYNTHIA PERRY, ETAL
29733 TIERRA SHORES LN
MENIFEE, CA. 92584

ASMT: 340470004, APN: 340470004
KATE RUBKE FOXWORTH, ETAL
29723 TIERRA SHORES LN
MENIFEE, CA. 92584

ASMT: 340470005, APN: 340470005
CHRISTINA DULIN, ETAL
29713 TIERRA SHORES LN
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ASMT: 340470006, APN: 340470006
NIKKI SNELL, ETAL
29703 TIERRA SHORES LN
MENIFEE, CA. 92584

ASMT: 340470007, APN: 340470007
NATHANIEL RUCKER
29693 TIERRA SHORES LN
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WELLS FARGO BANK
C/O PDS TAX SERVICES
P O BOX 13519
ARLINGTON TX 76094

ASMT: 340470009, APN: 340470009
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29673 TIERRA SHORES LN
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ASMT: 340470010, APN: 340470010
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29663 TIERRA SHORES LN
MENIFEE, CA. 92584

ASMT: 340470011, APN: 340470011
KATHY NGUYEN, ETAL
29658 TIERRA SHORES LN
MENIFEE, CA. 92584

ASMT: 340470012, APN: 340470012
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29668 TIERRA SHORES LN
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ASMT: 340470013, APN: 340470013
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1589 KENMORE ST
ATLANTA GA 30311

ASMT: 340470014, APN: 340470014
VIN SEONG
2047 RANCHO CANADA PL
LA CANADA CA 91011

382 Total

/

2

ASMT: 340470015, APN: 340470015
SAMUEL DAVID
29698 TIERRA SHORES LN
MENIFEE, CA. 92584

ASMT: 340470016, APN: 340470016
MICHAEL TIRADO
29708 TIERRA SHORES LN
MENIFEE, CA. 92584

ASMT: 340470017, APN: 340470017
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29718 TIERRA SHORES LN
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YORBA LINDA CA 92887

ASMT: 340470019, APN: 340470019
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S DAVIS, ETAL
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ASMT: 340480002, APN: 340480002
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29623 TIERRA SHORES LN
MENIFEE, CA. 92584

ASMT: 340480003, APN: 340480003
BEATRIZ MAXWELL, ETAL
29613 TIERRA SHORES LN
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ASMT: 340480004, APN: 340480004
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29603 TIERRA SHORES LN
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ASMT: 340480005, APN: 340480005
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29593 TIERRA SHORES LN
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ASMT: 340480006, APN: 340480006
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ASMT: 340480007, APN: 340480007
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29573 TIERRA SHORES LN
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ASMT: 340480008, APN: 340480008
MARISSA SOLOMON VICKERS, ETAL
29563 TIERRA SHORES LN
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ASMT: 340480009, APN: 340480009
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29553 TIERRA SHORES LN
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ASMT: 340480010, APN: 340480010
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ASMT: 340480012, APN: 340480012
BELTRANS FAMILY REVOCABLE LIVING TRUS
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ASMT: 340480013, APN: 340480013
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MENIFEE, CA. 92584

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EL MONTE CA 91731

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ASMT: 340480019, APN: 340480019
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ASMT: 340480021, APN: 340480021
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29894 WARM SANDS DR
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ASMT: 340480023, APN: 340480023
MELISSA BILLUPS EPTING
29904 WARM SANDS DR
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ASMT: 340480024, APN: 340480024
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29924 WARM SANDS DR
MENIFEE, CA. 92584

ASMT: 340480025, APN: 340480025
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29934 WARM SANDS DR
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ASMT: 340480026, APN: 340480026
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30699 CARRIAGE HILL DR
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ASMT: 340480027, APN: 340480027
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29558 TIERRA SHORES LN
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ASMT: 340480029, APN: 340480029
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ASMT: 340480030, APN: 340480030
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29951 BLUE WATER WAY
MENIFEE, CA. 92584

ASMT: 340480031, APN: 340480031
ELNORA FORMOSO
32903 LAMTARRA LOOP
MENIFEE CA 92584

ASMT: 340480032, APN: 340480032
SVETLANA YANKILEVICH, ETAL
3933 CARPENTER CT
STUDIO CITY CA 91604

ASMT: 340480033, APN: 340480033
CHERI DEVINE, ETAL
29921 BLUE WATER WAY
MENIFEE, CA. 92584

ASMT: 340480034, APN: 340480034
LAI KWOK
3144 FAITH ST
W COVINA CA 91792

ASMT: 340480035, APN: 340480035
SHANDA MUNIZ, ETAL
29901 BLUE WATER WAY
MENIFEE, CA. 92584

ASMT: 340480036, APN: 340480036
CALVIN MARTIN, ETAL
29886 BLUE WATER WAY
MENIFEE, CA. 92584

ASMT: 340480037, APN: 340480037
JAN WESTFALL
29896 BLUE WATER WAY
MENIFEE, CA. 92584

ASMT: 340480038, APN: 340480038
HIPPOZE BULK INV
1627 VIA ROMA
CORONA CA 92881

ASMT: 340480039, APN: 340480039
MARY SEABOLT, ETAL
29916 BLUE WATER WAY
MENIFEE, CA. 92584

ASMT: 340480040, APN: 340480040
LOUISE AVALOS
29936 BLUE WATER WAY
MENIFEE, CA. 92584

ASMT: 340480041, APN: 340480041
ELIZABETH MARTINAK, ETAL
29946 BLUE WATER WAY
MENIFEE, CA. 92584

ASMT: 340480042, APN: 340480042
ERNESTINA FABRIGAS, ETAL
10010 MOXLEYS FORD LN
BRISTOW VA 20136

ASMT: 340480043, APN: 340480043
JHASKA
23823 MALIBU STE 50-173
MALIBU CA 90265

ASMT: 340480044, APN: 340480044
JUDITH VANDENBERGE, ETAL
28623 SHADY BROOK DR
MENIFEE CA 92584

ASMT: 340480045, APN: 340480045
ANTHONY HENG
568 TRI NET CT
WALNUT CA 91789

ASMT: 340480046, APN: 340480046
JUDITH MCCANN, ETAL
29628 TIERRA SHORES LN
MENIFEE, CA. 92584

ASMT: 340480047, APN: 340480047
WENPING ZHANG, ETAL
3042 ISABEL AVE
ROSEMEAD CA 91770

ASMT: 340490001, APN: 340490001
NOHEMI LACOMBE, ETAL
29899 WARM SANDS DR
MENIFEE, CA. 92584

ASMT: 340490002, APN: 340490002
JACOB SOMERVILLE, ETAL
29889 WARM SANDS DR
MENIFEE, CA. 92584

ASMT: 340490003, APN: 340490003
JOHN LEE
29879 WARM SANDS DR
MENIFEE, CA. 92584

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ASMT: 340490004, APN: 340490004
KEVIN FOSTER
29869 WARM SANDS DR
MENIFEE, CA. 92584

ASMT: 340490005, APN: 340490005
BRENT BACCELLIA
29859 WARM SANDS DR
MENIFEE, CA. 92584

ASMT: 340490006, APN: 340490006
SARA SITU
1932 STROZIER AVE NO B
S EL MONTE CA 91733

ASMT: 340490007, APN: 340490007
NICHOL PALADINO, ETAL
29839 WARM SANDS DR
MENIFEE, CA. 92584

ASMT: 340490008, APN: 340490008
DENNIS GANT, ETAL
29829 WARM SANDS DR
MENIFEE, CA. 92584

ASMT: 340490009, APN: 340490009
CARLOS MARTINEZ
29819 WARM SANDS DR
MENIFEE, CA. 92584

ASMT: 340490010, APN: 340490010
JEFFREY OLSON
29809 WARM SANDS DR
MENIFEE, CA. 92584

ASMT: 340490011, APN: 340490011
CHARLES WOODMAN
29799 WARM SANDS DR
MENIFEE, CA. 92584

ASMT: 340490012, APN: 340490012
AMANDA HOUGH, ETAL
29789 WARM SANDS DR
MENIFEE, CA. 92584

ASMT: 340490013, APN: 340490013
GINA SCHMIDT, ETAL
29779 WARM SANDS DR
MENIFEE, CA. 92584

ASMT: 340490014, APN: 340490014
DEBORAH BUI
27015 BIG HORN MOUNTAIN
YORBA LINDA CA 92867

ASMT: 340490015, APN: 340490015
BARBARA ALEXANDER, ETAL
29759 WARM SANDS DR
MENIFEE, CA. 92584

ASMT: 340490016, APN: 340490016
NICHOLE RAICA, ETAL
29749 WARM SANDS DR
MENIFEE, CA. 92584

ASMT: 340490017, APN: 340490017
CHERYL VAVKEN, ETAL
16200 OLD JAPANESE RD
LOS GATOS CA 95033

ASMT: 340490018, APN: 340490018
DOUGLAS KOHMAN
29804 WARM SANDS DR
MENIFEE, CA. 92584

ASMT: 340490019, APN: 340490019
SALVADOR ESQUIVEL ARRIOLA
29814 WARM SANDS DR
MENIFEE, CA. 92584

ASMT: 340490020, APN: 340490020
APRIL REYNOLDS, ETAL
29824 WARM SANDS DR
MENIFEE, CA. 92584

ASMT: 340490021, APN: 340490021
MONICA TEJEDA, ETAL
29834 WARM SANDS DR
MENIFEE, CA. 92584

ASMT: 340490022, APN: 340490022
DEBORAH GEHRKEN, ETAL
1512 AMBERSWEET ST
CORONA CA 92881

ASMT: 340490023, APN: 340490023
CHRYSTAL WOODCOCK, ETAL
29854 WARM SANDS DR
MENIFEE, CA. 92584

ASMT: 340490024, APN: 340490024
CLARENCE GRAHAM
29864 WARM SANDS DR
MENIFEE, CA. 92584

ASMT: 340490025, APN: 340490025
CHAN LEE
29891 BLUE WATER WAY
MENIFEE, CA. 92584

ASMT: 340490026, APN: 340490026
RASHED ERSHADI
29881 BLUE WATER WAY
MENIFEE, CA. 92584

ASMT: 340490027, APN: 340490027
KARL NAME
29871 BLUE WATER WAY
MENIFEE, CA. 92584

ASMT: 340490028, APN: 340490028
JAMES FRANKS
29861 BLUE WATER WAY
MENIFEE, CA. 92584

ASMT: 340490029, APN: 340490029
DOUGLAS PIPPEN
29851 BLUE WATER WAY
MENIFEE, CA. 92584

ASMT: 340490030, APN: 340490030
RJ AMERICAN HOMES 4 RENT TWO
30601 AGOURA RD STE 200
AGOURA HILLS CA 91301

ASMT: 340490031, APN: 340490031
APRIL OVERBY, ETAL
29831 BLUE WATER WAY
MENIFEE, CA. 92584

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ASMT: 340490032, APN: 340490032
MARY JANE SMITH, ETAL
29764 WARM SANDS DR
MENIFEE, CA. 92584

ASMT: 340490033, APN: 340490033
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29642 NORTHSHORE ST
MENIFEE, CA. 92584

ASMT: 340490034, APN: 340490034
SONGHENG ZHANG, ETAL
1932 STROZIER AVE NO C
SOUTH EL MONTE CA 91733

ASMT: 340490035, APN: 340490035
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10 WHEELER
IRVINE CA 92620

ASMT: 340490036, APN: 340490036
VIRGINIA WONG, ETAL
29856 BLUE WATER WAY
MENIFEE, CA. 92584

ASMT: 340490037, APN: 340490037
KURT CALLIGAN
29866 BLUE WATER WAY
MENIFEE, CA. 92584

ASMT: 340490038, APN: 340490038
DONNY STEVENS
29876 BLUE WATER WAY
MENIFEE, CA. 92584

ASMT: 340490039, APN: 340490039
GIL ISAACSON
265 CAMINO ELEVADO
BONITA CA 91902

ASMT: 340490040, APN: 340490040
NORA MORILLA, ETAL
29727 NORTHSHORE ST
MENIFEE, CA. 92584

ASMT: 340490041, APN: 340490041
LINDA VANKIRK
29717 NORTHSHORE ST
MENIFEE, CA. 92584

ASMT: 340490042, APN: 340490042
JOLEEN CHONG, ETAL
29707 NORTHSHORE ST
MENIFEE, CA. 92584

ASMT: 340490043, APN: 340490043
MICHELLE HARTSON, ETAL
29697 NORTHSHORE ST
MENIFEE, CA. 92584

ASMT: 340490044, APN: 340490044
SOLEDAD QUIOAN, ETAL
29687 NORTHSHORE ST
MENIFEE, CA. 92584

ASMT: 340490045, APN: 340490045
JAYME MILLER, ETAL
29662 NORTHSHORE ST
MENIFEE, CA. 92584

ASMT: 340490046, APN: 340490046
DIANE FORSTER, ETAL
29672 NORTHSHORE ST
MENIFEE, CA. 92584

ASMT: 340490047, APN: 340490047
DUSTIN WONG
29682 NORTHSHORE ST
MENIFEE, CA. 92584

ASMT: 340490048, APN: 340490048
DALIA GONZALEZ, ETAL
29692 NORTHSHORE ST
MENIFEE, CA. 92584

ASMT: 340490049, APN: 340490049
JUANA CONTRERAS, ETAL
29702 NORTHSHORE ST
MENIFEE, CA. 92584

ASMT: 340490050, APN: 340490050
LANYS KAYE EDDIE, ETAL
29712 NORTHSHORE ST
MENIFEE, CA. 92584

ASMT: 340490051, APN: 340490051
ANTHONY CROSSMAN
29722 NORTHSHORE ST
MENIFEE, CA. 92584

ASMT: 340490052, APN: 340490052
JUDY VASQUEZ, ETAL
29732 NORTHSHORE ST
MENIFEE, CA. 92584

ASMT: 340490053, APN: 340490053
JOHN LUISI
29742 NORTHSHORE ST
MENIFEE, CA. 92584

ASMT: 340490054, APN: 340490054
GERARD DELORIA
29745 COTTONWOOD COVE DR
MENIFEE, CA. 92584

ASMT: 340490055, APN: 340490055
MICHAEL TURNER, ETAL
29735 COTTONWOOD COVE DR
MENIFEE, CA. 92584

ASMT: 340490056, APN: 340490056
CHRISTOPHER MURPHY
32449 CASTLE CT
TEMECULA CA 92592

ASMT: 340490057, APN: 340490057
CHERYL SLAUGHTER, ETAL
29715 COTTONWOOD COVE DR
MENIFEE, CA. 92584

ASMT: 340490058, APN: 340490058
REBECCA CISNEROS, ETAL
29705 COTTONWOOD COVE DR
MENIFEE, CA. 92584

ASMT: 340490059, APN: 340490059
JOE PACHECO
29695 COTTONWOOD COVE DR
MENIFEE, CA. 92584

ASMT: 340490060, APN: 340490060
LORI HUSEIN, ETAL
2658 COUNTRY CLUB DR
GLENDORA CA 91741

ASMT: 340490061, APN: 340490061
NICOLE LAM, ETAL
5043 ACACIA ST
SAN GABRIEL CA 91776

ASMT: 340490062, APN: 340490062
VANESSA CARRILLO
29665 COTTONWOOD COVE DR
MENIFEE, CA. 92584

ASMT: 340490063, APN: 340490063
WESTSEA CAPITAL
18 FAYENCE
NEWPORT COAST CA 92657

ASMT: 340490064, APN: 340490064
CECILIA HYLAND, ETAL
29635 COTTONWOOD COVE DR
MENIFEE, CA. 92584

ASMT: 340490065, APN: 340490065
ANSUMANAH KONNEH, ETAL
29744 WARM SANDS DR
MENIFEE, CA. 92584

ASMT: 340490066, APN: 340490066
MARILYN DELCOURE, ETAL
2717 MONTECITO DR
FALLBROOK CA 92028

ASMT: 340490067, APN: 340490067
GWENDOLYN LACY
29630 COTTONWOOD COVE DR
MENIFEE, CA. 92584

ASMT: 340490068, APN: 340490068
DARLENE PREBLE
29640 COTTONWOOD COVE DR
MENIFEE, CA. 92584

ASMT: 340490069, APN: 340490069
BRANDON HALAMA
29650 COTTONWOOD COVE DR
MENIFEE, CA. 92584

ASMT: 340490070, APN: 340490070
CARLENE MARTIN
29660 COTTONWOOD COVE DR
MENIFEE, CA. 92584

ASMT: 340490071, APN: 340490071
LUANNE COSBY, ETAL
29670 COTTONWOOD COVE DR
MENIFEE, CA. 92584

ASMT: 340490072, APN: 340490072
JENNIFER NHAN, ETAL
807 E MARSHALL ST
SAN GABRIEL CA 91776

ASMT: 340490073, APN: 340490073
DUSTIN HENSLEY
29690 COTTONWOOD COVE DR
MENIFEE, CA. 92584

ASMT: 340490074, APN: 340490074
WILLIAM HELM, ETAL
29700 COTTONWOOD COVE DR
MENIFEE, CA. 92584

ASMT: 340490075, APN: 340490075
MARY MOORE
25006 LOST COLT CT
MENIFEE CA 92584

ASMT: 340490076, APN: 340490076
WENDY FIERRO, ETAL
29720 COTTONWOOD COVE DR
MENIFEE, CA. 92584

ASMT: 340490077, APN: 340490077
ANA ENEIM, ETAL
29730 COTTONWOOD COVE DR
MENIFEE, CA. 92584

ASMT: 340490078, APN: 340490078
LINA LEM
2355 UNIVERSITY AVE APT 22
MADISON WI 53726

ASMT: 340500001, APN: 340500001
CONNER HILL, ETAL
29863 TIERRA SHORES LN
MENIFEE, CA. 92584

ASMT: 340500002, APN: 340500002
JAN POCAIGUE
29853 TIERRA SHORES LN
MENIFEE, CA. 92584

ASMT: 340500003, APN: 340500003
LAURA HEATH, ETAL
29843 TIERRA SHORES LN
MENIFEE, CA. 92584

ASMT: 340500005, APN: 340500005
CAH 2015 1 BORROWER
8665 E HARTFORD STE 200
SCOTTSDALE AZ 85255

ASMT: 340500006, APN: 340500006
KATHLEEN CRIVELLO
29813 TIERRA SHORES LN
RIVERSIDE CA 92584

ASMT: 340500007, APN: 340500007
TERENCE HUBBARD
29803 TIERRA SHORES LN
MENIFEE, CA. 92584

ASMT: 340500008, APN: 340500008
RAQUEL HIGA
29793 TIERRA SHORES LN
MENIFEE, CA. 92584

ASMT: 340500009, APN: 340500009
MARGIE SCHROEDER
29783 TIERRA SHORES LN
MENIFEE, CA. 92584

ASMT: 340500010, APN: 340500010
MARLENE MACALMA, ETAL
29788 TIERRA SHORES LN
MENIFEE, CA. 92584

ASMT: 340500011, APN: 340500011
SIDNEY CAMPA
35359 MEADOW PARK CIR
WILDOMAR CA 92595

ASMT: 340500012, APN: 340500012
ERIN DOCKERY, ETAL
29808 TIERRA SHORES LN
MENIFEE, CA. 92584

ASMT: 340500013, APN: 340500013
MISARA SHAO, ETAL
1568 SCENIC DR
PASADENA CA 91103

ASMT: 340500014, APN: 340500014
SYLVIA HADDADIN
5575 BLUE RIDGE DR
YORBA LINDA CA 92887

ASMT: 340500015, APN: 340500015
ARMSTRONG BUILDING
43920 MARGARITA RD STE D
TEMECULA CA 92592

ASMT: 340500016, APN: 340500016
HPA BORROWER 2016 1
180 N STETSON AVE NO 3650
CHICAGO IL 60601

ASMT: 340500017, APN: 340500017
ELIZABETH BURCH, ETAL
36 BATEMAN RD
CROXLEY GRN RICKMANSWORTH
HERTFORDSHIRE WD33BL UK

ASMT: 340500018, APN: 340500018
JEAN SABREE, ETAL
29965 BAY VIEW WAY
MENIFEE, CA. 92584

ASMT: 340500019, APN: 340500019
LIDIA ARGUETA, ETAL
29945 BAYVIEW WAY
MENIFEE, CA. 92584

ASMT: 340500020, APN: 340500020
AMY KAO, ETAL
3216 BENT TWIG LN
DIAMOND BAR CA 91765

ASMT: 340500021, APN: 340500021
ROBERT YOUNG
P O BOX 8596
FOUNTAIN VALLEY CA 92728

ASMT: 340500022, APN: 340500022
MORAIMA ACOSTA, ETAL
29905 BAY VIEW WAY
MENIFEE, CA. 92584

ASMT: 340500023, APN: 340500023
PAMELA GARDNER, ETAL
29895 BAY VIEW WAY
MENIFEE, CA. 92584

ASMT: 340500024, APN: 340500024
JANICE EMDE
29882 SEA BREEZE WAY
MENIFEE, CA. 92584

ASMT: 340500025, APN: 340500025
PAULA CAICEDO, ETAL
29892 SEA BREEZE WAY
MENIFEE, CA. 92584

ASMT: 340500026, APN: 340500026
ALEXIS NEGRETE, ETAL
29902 SEA BREEZE WAY
MENIFEE, CA. 92584

ASMT: 340500027, APN: 340500027
LORENA SERRANO, ETAL
29912 SEA BREEZE WAY
MENIFEE, CA. 92584

ASMT: 340500028, APN: 340500028
HEIDI THOMPSON
29922 SEA BREEZE WAY
MENIFEE, CA. 92584

ASMT: 340500029, APN: 340500029
MEGHAN AMADOR, ETAL
29977 SEA BREEZE WAY
MENIFEE, CA. 92584

ASMT: 340500030, APN: 340500030
JONATHAN YORK, ETAL
29967 SEA BREEZE WAY
MENIFEE, CA. 92584

ASMT: 340500031, APN: 340500031
RUSSELL THIESSEN, ETAL
29957 SEA BREEZE WAY
MENIFEE, CA. 92584

ASMT: 340500032, APN: 340500032
DANIELLE STANDRIDGE, ETAL
29947 SEA BREEZE WAY
MENIFEE, CA. 92584

ASMT: 340500033, APN: 340500033
JACKIE WHITE, ETAL
29937 SEA BREEZE WAY
MENIFEE, CA. 92584

ASMT: 340500034, APN: 340500034
RICHELLE LEE, ETAL
29927 SEA BREEZE WAY
MENIFEE, CA. 92584

ASMT: 340500035, APN: 340500035
ZENAIDA YUZON, ETAL
29917 SEA BREEZE WAY
MENIFEE, CA. 92584

ASMT: 340500036, APN: 340500036
DENNIS CANADA
29907 SEA BREEZE WAY
MENIFEE, CA. 92584

ASMT: 340500037, APN: 340500037
SAMUEL GUERRA
29897 SEA BREEZE WAY
MENIFEE, CA. 92584

ASMT: 340500038, APN: 340500038
MARIA VERJAN, ETAL
29887 SEA BREEZE WAY
MENIFEE, CA. 92584

ASMT: 340500039, APN: 340500039
ALISON HUGHES, ETAL
29877 SEA BREEZE WAY
MENIFEE, CA. 92584

ASMT: 340500040, APN: 340500040
ILLUMINA RUFFY, ETAL
29880 BAY VIEW WAY
MENIFEE, CA. 92584

ASMT: 340500041, APN: 340500041
EDWYN SANTOS
29890 BAY VIEW WAY
MENIFEE, CA. 92584

ASMT: 340500042, APN: 340500042
CHRISTOPHER TOMPKINS
29900 BAY VIEW WAY
MENIFEE, CA. 92584

ASMT: 340500043, APN: 340500043
MARGARITA SANCHEZ, ETAL
29910 BAY VIEW WAY
MENIFEE, CA. 92584

ASMT: 340500044, APN: 340500044
RHONDA MAKSIN
29920 BAY VIEW WAY
MENIFEE, CA. 92584

ASMT: 340500045, APN: 340500045
EBUBECHUKWU OKPALA, ETAL
29930 BAY VIEW WAY
MENIFEE, CA. 92584

ASMT: 340500047, APN: 340500047
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29950 BAYVIEW WAY
MENIFEE, CA. 92584

ASMT: 340500048, APN: 340500048
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29960 BAY VIEW WAY
MENIFEE, CA. 92584

ASMT: 340500049, APN: 340500049
TRESSA BARNETT, ETAL
29918 TIERRA SHORES LN
MENIFEE, CA. 92584

ASMT: 340500050, APN: 340500050
PHH MORTGAGE CORP
2001 BISHOPS GATE BLV
MT LAUREL NJ 8054

ASMT: 340500051, APN: 340500051
KATHERINE SETZER, ETAL
29873 TIERRA SHORES LN
MENIFEE, CA. 92584

ASMT: 340500052, APN: 340500052
JESSICA DELACRUZ, ETAL
C/O ALBERTO MOLINA
29883 TIERRA SHORES LN
MENIFEE, CA. 92584

ASMT: 340500053, APN: 340500053
RENEE ESPINOZA, ETAL
29893 TIERRA SHORES LN
MENIFEE, CA. 92584

ASMT: 340500054, APN: 340500054
2015 3 IH2 BORROWER
C/O INVITATION HOMES
901 MAIN ST STE 4700
DALLAS TX 75202

ASMT: 340500055, APN: 340500055
STASON KELLEY
29913 TIERRA SHORES LN
MENIFEE, CA. 92584

ASMT: 340500056, APN: 340500056
AUTUMN BECK, ETAL
29923 TIERRA SHORES LN
MENIFEE, CA. 92584

ASMT: 340500057, APN: 340500057
SENOVIA AGULTO, ETAL
29933 TIERRA SHORES LN
MENIFEE, CA. 92584

ASMT: 340500058, APN: 340500058
SAID ATTAOUI
29943 TIERRA SHORES LN
MENIFEE, CA. 92584

ASMT: 340500059, APN: 340500059
HOLLY GRENON, ETAL
29953 TIERRA SHORES LN
MENIFEE, CA. 92584

ASMT: 340500060, APN: 340500060
SECUNDINO MENDES, ETAL
29963 TIERRA SHORES LN
MENIFEE, CA. 92584

ASMT: 340500061, APN: 340500061
2014 1 IH BORROWER
C/O INVITATION HOMES TAX DEPT
1717 MAIN ST STE 2000
DALLAS TX 75201

ASMT: 340500062, APN: 340500062
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ASMT: 340500063, APN: 340500063
PEARL GARZA, ETAL
29972 SEA BREEZE WAY
MENIFEE, CA. 92584

ASMT: 340500064, APN: 340500064
BRIAN THORP, ETAL
29918 SALMON ST
MENIFEE, CA. 92584

ASMT: 340500065, APN: 340500065
KAMRAN TOUTOUNCHIAN, ETAL
11066 WESTWOOD BLVD
CULVER CITY CA 90230

ASMT: 340500066, APN: 340500066
WEI LIN
29898 SALMON ST
MENIFEE, CA. 92584

ASMT: 340500067, APN: 340500067
SUZANNE LONEY, ETAL
29888 SALMON ST
MENIFEE, CA. 92584

ASMT: 340500068, APN: 340500068
RONALD LEWIS
29878 SALMON ST
MENIFEE, CA. 92584

ASMT: 340500069, APN: 340500069
ELNORA PARKER
29868 SALMON ST
MENIFEE, CA. 92584

ASMT: 340500070, APN: 340500070
JALILA MOJEDIDI, ETAL
29858 SALMON ST
MENIFEE, CA. 92584

ASMT: 340500071, APN: 340500071
STEVEN HILL, ETAL
29848 SALMON ST
MENIFEE, CA. 92584

ASMT: 340500072, APN: 340500072
JOSE OLIVARESMENDOZA, ETAL
29838 SALMON ST
MENIFEE, CA. 92584

ASMT: 340500073, APN: 340500073
LAUREN ANDRIANI, ETAL
29828 SALMON ST
MENIFEE, CA. 92584

ASMT: 340500074, APN: 340500074
MARIA DIMICELI, ETAL
29907 ANGLER LN
MENIFEE, CA. 92584

ASMT: 340500075, APN: 340500075
ANGIE MAHAN
29927 ANGLER LN
MENIFEE, CA. 92584

ASMT: 340500076, APN: 340500076
CONSUELO CALVILLO, ETAL
29947 ANGLER LN
MENIFEE, CA. 92584

ASMT: 340500077, APN: 340500077
AMY STRAUSER, ETAL
29843 SALMON ST
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ASMT: 340500078, APN: 340500078
STEVE SOUTHWARD
29853 SALMON ST
MENIFEE, CA. 92584

ASMT: 340500079, APN: 340500079
LACURTIS MAYES, ETAL
29863 SALMON ST
MENIFEE, CA. 92584

ASMT: 340500080, APN: 340500080
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29883 SALMON ST
MENIFEE, CA. 92584

ASMT: 340500081, APN: 340500081
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29913 SALMON ST
MENIFEE, CA. 92584

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ASMT: 340510004, APN: 340510004
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250 FAIRWAY CT
PLAINWELL MI 49080

ASMT: 340510005, APN: 340510005
XQDS GROUP
C/O JEFFREY ZHANG
13768 ROSWELL AVE NO 200
CHINO CA 91710

ASMT: 340510006, APN: 340510006
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29825 BAY VIEW WAY
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ASMT: 340510007, APN: 340510007
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29787 NORTHSHORE ST
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ASMT: 340510008, APN: 340510008
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BOCA RATON FL 33496

ASMT: 340510009, APN: 340510009
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ASMT: 340510010, APN: 340510010
LATYJERA HUNT
29757 NORTHSHORE ST
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ASMT: 340510011, APN: 340510011
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29747 NORTHSHORE ST
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ASMT: 340510012, APN: 340510012
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29752 NORTHSHORE ST
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ASMT: 340510013, APN: 340510013
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29762 NORTHSHORE ST
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ASMT: 340510014, APN: 340510014
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ASMT: 340510015, APN: 340510015
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ASMT: 340510017, APN: 340510017
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ASMT: 340510018, APN: 340510018
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ASMT: 340510019, APN: 340510019
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C/O DUANE R DARNELL
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ASMT: 340510020, APN: 340510020
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ASMT: 340510021, APN: 340510021
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PLEASANTON CA 94588

ASMT: 340510023, APN: 340510023
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ASMT: 340510024, APN: 340510024
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ASMT: 340510025, APN: 340510025
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ASMT: 340510026, APN: 340510026
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ASMT: 340510027, APN: 340510027
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ASMT: 340510028, APN: 340510028
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ASMT: 340510037, APN: 340510037
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CHULA VISTA CA 91915

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ASMT: 340510040, APN: 340510040
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HACIENDA HEIGHTS CA 91745

ASMT: 340510041, APN: 340510041
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ASMT: 340510073, APN: 340510073
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ASMT: 340510074, APN: 340510074
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ASMT: 340510075, APN: 340510075
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ASMT: 340510076, APN: 340510076
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29912 ANGLER LN
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ASMT: 340510084, APN: 340510084
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SAN JACINTO CA 92581

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C/O MICHELE KITTINGER
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C/O RONALD F ABACHERLI
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C/O B AND D EQUITY PROPERTY TAX GROUP
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29693 ARGYLE CIR
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ASMT: 364360033, APN: 364360033
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SAN DIEGO CA 92130

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ASMT: 364370010, APN: 364370010
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29684 FALMER CT
MENIFEE CA 92584

ASMT: 364370011, APN: 364370011
SOMMER EMMONS, ETAL
29698 FALMER CT
MENIFEE CA 92584

ASMT: 364370012, APN: 364370012
DANIEL IGWE
29716 FALMER CT
MENIFEE CA 92584

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ASMT: 364370013, APN: 364370013
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29728 FALMER CT
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ASMT: 364370014, APN: 364370014
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29736 FALMER CT
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ASMT: 364370015, APN: 364370015
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29723 FALMER CT
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ASMT: 364370016, APN: 364370016
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29709 FALMER CT
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ASMT: 364370018, APN: 364370018
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29681 FALMER CT
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SAN DIEGO CA 92130

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ASMT: 364370026, APN: 364370026
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29744 AGYLE CIRCLE
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ASMT: 364370028, APN: 364370028
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ASMT: 364370063, APN: 364370063
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ASMT: 364370064, APN: 364370064
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ASMT: 364370065, APN: 364370065
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30083 MUIRLANDS DR
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ASMT: 364380033, APN: 364380033
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30071 MUIRLANDS DR
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ASMT: 364380034, APN: 364380034
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BULLHEAD CITY AZ 86439

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WOODCREST PARTNERSHIP
ATTN WILLIAM R CRAMER JR
425 W RIDER ST STE B1
PERRIS CA 92571

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APPENDIX 8.2

NOP COMMENT LETTERS AND SCOPING MEETING COMMENTS

Project Title: "Rockport Ranch"
Notice of Preparation of an Environmental Impact Report and Public Scoping Meeting
Sign-in Sheet
September 14, 2017

Name (please print)	Address	Phone	E-mail	Agency (if applicable)
Jan Westfall	29896 Blue Water Way Menifee, CA 92584			
Jeff Gutman	30605 Briggs RD Menifee, CA 92584		WILDERNESS LAKES - MGR Q Equity LifeStyle.com	
Yas Ghafouri	30605 Briggs Rd. Menifee, CA 92584			
ANDREW VAN LOY	440 STATE PLACE ESCONDIDO CA 92029		AVANLOY@EXCEL ENGINEERING.NET	CIVIL ENG. EXCEL ENG.
Zawwar Saiyed	2 Executive Cir, Irvine, 92614		saiyed@llsengineers.com	Traffic
Ryan Fowler	29714 Haun Rd Menifee, CA 92586	951-723-3740	rfowler@cityofmenifee.us	City of Menifee Comm. Development

Rockport Ranch – NOP Scoping Meeting Comments
9-14-17

Attrendees: Ryan, Fowler, Jim Simmons, Zawwar Saiyed, Andrew V. Loy, Matthew Fagan, Jan Westfall, Jeff Gutman, Yas Gutman.

Jeff Gutman (RV Resort Manager):

1. What happens to the zoning of the (adjacent) chicken farm?
    - It is in the County and zoning will remain the same.
2. Concerned about large rigs on Briggs Road and not having a pull-off going into the RV park heading south.
    - We do have Briggs/Tres Lagos intersection revisions and revisions to horizontal layout – will cause slowing; perhaps a stop sign is needed?

Jan Westfall:

3. Interested in knowing who homesteaded in 1880, who lived in the historical structure in 1901. Looking to preserve any history/foundations.
    - May need to look at the area of the historical foundation prior to demo.
4. Worried about loss of agriculture in Menifee. Menifee has on its General Plan to preserve its rural areas.
    - May need to identify in the EIR the mitigation? Brought up placing some AG property in trust.
5. Worried about getting rid of heritage trees.
6. Worried about using water to fill lakes – asked about how the civil design behind the lakes works.
    - Informed her about detention basin/water quality/park space.
7. Asked about City's feelings on getting rid of agriculture; wants to know why the City is not looking at farm to table.

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Edmund G. Brown Jr.
Governor

Ken Alex
Director

Notice of Preparation

August 31, 2017

To: Reviewing Agencies

Re: Rockport Ranch
SCH# 2017081069

Attached for your review and comment is the Notice of Preparation (NOP) for the Rockport Ranch 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:

Ryan Fowler
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

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2017081069
Project Title Rockport Ranch
Lead Agency Menifee, City of

Type NOP Notice of Preparation

Description Note: Review Per Lead

The project includes the following applications: GPA 2016-287, Change of Zone 2016-288, Specific Plan 2016-286, and Tentative Tract Map 2016-285.
The approx 79.68-acre project will be comprised of two main land uses; a residential land use component and an open space land use component. These individual land uses will be subdivided to accommodate two forms of residential development and two forms of open space use. Residential land uses totaling 38.4 acres will be a mix of single-family homes and single family courtyard residential development with each type located in clusters of like products. Open space within the specific plan area will total 20.1 acres and is the only other land use allowed within the specific plan area. Open space also will be subdivided into two categories; passive open space and recreational open space.

Lead Agency Contact

Name Ryan Fowler
Agency City of Menifee
Phone 951-723-3740 **Fax**
email
Address 29714 Haun Road
City Menifee **State** CA **Zip** 92586

Project Location

County Riverside
City Menifee
Region
Cross Streets Southwest corner of Briggs Rd and Old Newport/Rockport Rd
Lat / Long 33° 40' 14" N / 117° 9' 34" W
Parcel No. 364-190-004, -005
Township 6S **Range** 3W **Section** 1 **Base** Romoland

Proximity to:

Highways I-215
Airports
Railways
Waterways
Schools Various
Land Use LU: A commercial dairy. Operation of dairy ceased in 2014 and buildings and infrastructure associated with dairy have since started to be removed. Four homes associated with dairy are situated at northern end of he site.
Z: Heavy AG
GP: AG

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Cumulative Effects; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Growth Inducing; Landuse; 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

Document Details Report
State Clearinghouse Data Base

Reviewing Agencies	Resources Agency; Department of Conservation; Cal Fire; Department of Parks and Recreation; Department of Fish and Wildlife, Region 6; Office of Emergency Services, California; Department of General Services; Department of Housing and Community Development; California Highway Patrol; Native American Heritage Commission; Caltrans, District 8; Air Resources Board; State Water Resources Control Board, Division of Drinking Water; Regional Water Quality Control Board, Region 8

Date Received 08/31/2017 ***Start of Review*** 08/31/2017 ***End of Review*** 10/05/2017

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 # 2017081069

Project Title: Rockport Ranch RR

Lead Agency: City of Menifee
Contact Person: Ryan Fowler, Senior Planner
Mailing Address: 29714 Haun Road
Phone: 951-723-3740
City: Menifee Zip: 92586 County: Riverside

Project Location: County: Riverside City/Nearest Community: Menifee
Cross Streets: Southwest corner of Briggs Road and Old Newport/Rockport Road Zip Code: 92584
Longitude/Latitude (degrees, minutes and seconds): 33 ° 40 ′ 14 ″ N / 117 ° 9 ′ 34 ″ W Total Acres: 79.68
Assessor's Parcel No.: 364-190-004 and 364-190-005 Section: 1 Twp.: 6S Range: 3W Base: Romoland
Within 2 Miles: State Hwy #: 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 [ ] EA [ ] Draft EIS [ ] FONSI

Other: [ ] Joint Document [ ] Final Document [ ] Other: ____

Local Action Type:

[ ] General Plan Update
[x] General Plan Amendment
[ ] General Plan Element
[ ] Community Plan
[x] Specific Plan
[ ] Master Plan
[ ] Planned Unit Development
[ ] Site Plan
[x] Rezone
[ ] Prezone
[ ] Use Permit
[x] Land Division (Subdivision, etc.)
[ ] Annexation
[ ] Redevelopment
[ ] Coastal Permit
[ ] Other: ____

Development Type:

[x] Residential: Units 305 Acres 79.68
[ ] Office: Sq.ft. ____ Acres ____ Employees ____
[ ] Commercial: Sq.ft. ____ Acres ____ Employees ____
[ ] Industrial: Sq.ft. ____ Acres ____ Employees ____
[ ] Educational: ____
[x] Recreational: See attached.
[ ] 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
[ ] Other: ____

Present Land Use/Zoning/General Plan Designation:
See attached.

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

SCH# 2017081069

Resources Agency

- ■ **Resources Agency**
  Nadell Gayou
  - ☐ **Dept. of Boating & Waterways**
    Denise Peterson
  - ☐ **California Coastal Commission**
    Allyson Hitt
  - ☐ **Colorado River Board**
    Lisa Johansen
  - ■ **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**
  Kevan Samsam
- ☐ **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

- ☐ **Caltrans, District 1**
  Rex Jackman
- ☐ **Caltrans, District 2**
  Marcelino Gonzalez
- ☐ **Caltrans, District 3**
  Eric Federicks – South
  Susan Zanchi - North
- ☐ **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**
  Gayle Rosander
- ☐ **Caltrans, District 10**
  Tom Dumas
- ☐ **Caltrans, District 11**
  Jacob Armstrong
- ☐ **Caltrans, District 12**
  Maureen El Harake

Cal EPA

Air Resources Board

- ■ **Airport & Freight**
  Jack Wursten
  - ☐ **Transportation Projects**
    Nesamani Kalandiyur
  - ☐ **Industrial/Energy Projects**
    Mike Tollstrup
- ☐ **California Department of Resources, Recycling & Recovery**
  Sue O'Leary
- ☐ **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**
  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 8/3/17

STATE OF CALIFORNIA
NATIVE AMERICAN HERITAGE COMMISSION
Environmental and Cultural Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone (916) 373-3710

Edmund G. Brown Jr., Governor

September 7, 2017

Ryan Fowler
City of Menifee
29714 Haun Road
Menifee, CA 92586

Sent via e-mail: rfowler@cityofmenifee.us

RE: SCH# 2017081069; Rockport Ranch Project, City of Menifee; Riverside County, California

Dear Mr. Fowler:

The Native American Heritage Commission has received the Notice of Preparation (NOP) for Draft Environmental Impact Report for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code § 21000 et seq.), specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of an 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 Section 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, § 15064 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 with the area of project 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). Please reference California Natural Resources Agency (2016) "Final Text for tribal cultural resources update to Appendix G: Environmental Checklist Form," http://resources.ca.gov/ceqa/docs/ab52/Clean-final-AB-52-App-G-text-Submitted.pdf. 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 or a notice of negative declaration or 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 **lead agencies consult with all 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 sections 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 section 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 section 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 section 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 section 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 nonfederally 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 sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 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 section 21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code § 21082.3 (d)).

    This process should be documented in the Cultural Resources section of your environmental document.

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 section 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 sections 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 been 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, section 15064.5(f) (CEQA Guidelines section 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 section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 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.

Please contact me if you need any additional information at gayle.totton@nahc.ca.gov.

Sincerely,

Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst

cc: State Clearinghouse

APPENDIX 8.3

INITIAL STUDY

INITIAL STUDY

for

General Plan Amendment No. 2016-287
Change of Zone No. 2016-288
Specific Plan No. 2016-286
Tentative Tract Map No. 2016-285 (TR 37131)

Lead Agency:

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951.672.6777
Point of Contact: Ryan Fowler, Senior Planner
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September 2017

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List of Abbreviations and Acronyms

AAQS	Ambient Air Quality Standards
A.C.	Asphalt Concrete
AB	Assembly Bill
af	acre-feet
ALUC	Airport Land Use Commission
AQ/GHG	Air Quality/Greenhouse Gas
AQMP	Air Quality Management Plan
ARB	Air Resource Board
BACM	Best Available Control Measure
Basin	South Coast Air Basin
Bgs	Below ground surface
BMPs	Best Management Practices
C&D	Construction and Demolition
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emission Estimator Model
CAO	Cleanup and Abatement Order
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resource Board
CBC	California Building Code
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CDO	Cease and Desist Order
CEQA	California Environmental Quality Act
CH_4	Methane
CIWMP	County Integrated Waste Management Plan
CLUP	French Valley Airport Comprehensive Land Use Plan
CMP	Congestion Management Program
CNEL	Critical Noise Equivalent Level
CWA	Federal Clean Water Act
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2E	Carbon Dioxide Equivalent
CR	Commercial Retail
CRMP	Cultural Resources Management Plan
CSA	Community Service Area
CUP	Conditional Use Permit
CVC	California Vehicle Code
Cy	Cubic Yards
dBA	A-weighted decibel
dBA CNEL	A-weighted decibel Community Noise Equivalent Level
dBA Leq	A-weighted decibel equivalent noise level
DTSC	California Department of Toxic Substances Control
DIF	Development Impact Fees

EIR	Environmental Impact Report
EMWD	Eastern Municipal Water District
EPA	Environmental Protection Agency
EPD	Environmental Programs Department
ESA	Environmental Site Assessment
°F	Fahrenheit
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
GHG	Greenhouse Gas
GP	General Plan
GPEIR	General Plan Environmental Impact Report
GWP	Global Warming Potential
HANS	Habitat Evaluation and Acquisition Negotiation Strategy
HAS	Hydrologic Subarea
HCP	Stephens' Kangaroo Rat Habitat Conservation Plan
HRA	Health Risk Assessment
HVAC	heating, ventilation, and air conditioning
I-15	Interstate 15
I-215	Interstate 215
ITE	Institute of Transportation Engineers
IRAs	Identified Resource Areas
kW	Kilowatt
LCA	Life-Cycle Analysis
Leq	Equivalent Continuous Level
LI	Light Industrial
LID	Low Impact Design
LOS	Level of Service
LST	Level of Significance Threshold
LUST	Leaking underground storage tank
MBTA	Migratory Bird Treaty Act
MLD	Most Likely Descendent
mgd	million gallons per day
MOU	Memorandum of Understanding
MRZ	Mineral Resources Zones
M-SC	Manufacturing-Service Commercial
MSHCP	Multiple Species Habitat Conservation Plan
MSL	Mean Sea Level
$MTCO_2e$	Metric Tons Carbon Dioxide Equivalent
MWD	Metropolitan Water District
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NOA	Naturally Occurring Asbestos
NO_x	Nitrogen Oxide
NPDES	National Pollutant Discharge Elimination System
NR	Noise Reduction
O_3	Ozone

OEHHA	Office of Environmental Health Hazard Assessment
OHP	Office of Historic Preservation
OHWM	ordinary high water mark
OPR	Office of Planning and Research
RCP	Reinforced Concrete Pipe
Pb	Lead
P-C	Production-Consumption
$PM_{2.5}$	Particulate Matter – 2.5 micrometers or less
PM_{10}	Particulate Matter – 10 micrometers or less
PPV	Peak Particle Velocity
PRC	Public Resources Code
RCFCWCD	Riverside County Flood Control and Water Conservation District
RCFD	Riverside County Fire Department
RCIP	Riverside County Integrated Project
RCIT	Riverside County Information Technology
RCTC	Riverside County Transportation Commission
ROG	Reactive Organic Gases
ROW	Right-of-Way
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
RWRF	Regional Wastewater Reclamation Facility
SABER	Safeguard Artifacts Being Excavated in Riverside County
SARWQCB	Santa Ana Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SMARA	Surface Mining and Reclamation Act
SMGB	State Mining and Geology Board
SoCAB	South Coast Air Basin
SO_2	Sulphur Dioxide
SO_x	Sulphur Oxides
sq. ft.	square feet
SRA	Source Receptor Area
STC	Sound Transmission Class
SWFP	Solid Waste Facility Permit
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resource Control Board
SZ	Scientific Resource Zone
TCP	Traffic Control Plan
TCR	Tribal Cultural Resource
Tpd	Tons per day
Tpw	Tons per week
TTCP	Traditional Tribal Cultural Places
TUMF	Transportation Uniform Mitigation Fee
USACE	U.S. Army Corps of Engineers
USGS	U.S. Geology Survey

USFW	U.S. Fish and Wildlife Service
UST	Underground Storage Tank
UWMP	Urban Water Management Plan
VOCs	Volatile Organic Compounds
WDR	Waste Discharge Requirement
WQMP	Water Quality Management Plan
WRCOG	Western Riverside Council of Governments

CITY OF MENIFEE

I. CEQA ENVIRONMENTAL CHECKLIST FORM

Note: Figures are located at the end of each Chapter and not immediately following their reference in the text.

1. **Project Title:** Planning Application Numbers General Plan Amendment No. (GPA) 2016-287, Change of Zone No. (CZ) 2016-288, Specific Plan No. (SP) 2016-286, and Tentative Tract Map No. (TR) 2016-285 (TR 37131) – "Rockport Ranch"

2. **Lead Agency Name and Address:** City of Menifee, Community Development Department, 29714 Haun Road, Menifee, CA 92586

3. **Contact person and phone number:** Ryan Fowler, Senior Planner (951) 723-3740

4. **Project Location:** The Project site is bounded as follows: Old Newport Road and Tierra Shores residential development to the north; Wilderness Lakes RV Resort to the south; Briggs Road, Ramona Egg Ranch and agricultural land to the east; and The Lakes residential development to the west. 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:** 79.68 acres.

   B. **Assessor's Parcel Numbers:** 364-190-004 and -005.

   C. **Section, Township & Range:** USGS 7.5-minute Romoland, California quadrangle in Section 1; Township 6 South; and Range 3 West.

   D. **Latitude:** 33.6786324.

   E. **Longitude:** -117.1423969.

   F. **Elevation:** Approximately 1,428' to 1,440' above mean sea level (AMSL).

5.A. **Project Applicant/Owners:** The Abacherli Family Trust
28975 Newport Road
Menifee, CA 92584

5.B. **Engineer/Representative:** Excel Engineering
440 State Place
Escondido, CA 92029

Consultants Collaborative, Inc.
160 Industrial Street, Suite 200
San Marcos, CA 92078

6. General Plan Land Use Designation(s):

- Existing: Agriculture (AG).
- Proposed: Specific Plan (SP).

7. Zoning District(s):

- Existing: Heavy Agriculture –10 Acre Minimum (A-2-10)
- Proposed: Specific Plan (SP)

8. Project Description

A. Overview

The Project includes the following applications: General Plan Amendment (GPA) 2016-287, Change of Zone (CZ) 2016-288, Specific Plan (SP) 2016-286, and Tentative Tract Map (TR) 2016-285 (TR 37131). These applications will collectively comprise the "Project."

The approximately 79.68-acre Project will be comprised of two main land uses; a residential land use component and an open space land use component. These individual land uses will be subdivided to accommodate two forms of residential development and two forms of open space use. Residential land uses, totaling 38.4 acres, will be a mix of single-family homes and single-family courtyard residential development with each type located in clusters of like products. Open space within the Specific Plan area will total 20.1 acres and is the only other land use allowed within the Specific Plan area. Open space also will be subdivided into two categories; passive open space (landscaping, bio-retention basins, open turf areas, and the large lake feature) and recreational open space (trails, community pool area, tot lots, barbeque stations, etc.).

B. General Plan Amendment

GPA No. 2016-287 proposes to amend the Project site's designation in the General Plan Land Use Element from Agriculture (AG) to Specific Plan (SP). Reference **Figure 3, *General Plan Amendment***.

C. Change of Zone

CZ No. 2016-288 proposes to change the zoning classification of 79.68-acres on the southwest corner of Briggs Road and Old Newport/Rockport Road (APNs 364-190-004 and 364-190-005) from Heavy Agriculture – 10-Acre Minimum (A-2-10) to Specific Plan (SP). Reference **Figure 4, *Change of Zone***.

D. Tentative Tract Map

TR No. 2016-285 (TR 37131) proposes the subdivision of 79.68 gross-acres into a total of 305 single-family residential lots, with 20.1-acres of trails, open space, and recreation, and 21.18-acres of roads and easements.

The residential lots include the following:

- 60 lots with a minimum lot size of 5,000 square feet (sq. ft.);
- 79 lots with a minimum lot size of 6,000 sq. ft.;
- 43 lots with a minimum lot size of 6,500 sq. ft.;
- 27 lots with a minimum lot size of 7,000 sq. ft.; and
- 96 courtyard type lot. (Courtyard type developments allow units to take access off a single private drive. A maximum of 8 units will take access off this private drive.)

The open space lots include lots for recreation (0.3-acre private pool, and 1.2-acre park, 0.1-acre tot lot), two (2) lakes comprising 5.2-acres, 0.6-acre water quality features, and 8.5-acres of landscaping throughout the development for paseos and additional perimeter landscaping. The development is proposed to be a gated community.

Reference **Figure 5, *Tentative Tract Map (TR 37131)***.

E. Specific Plan

E.1. Overview/Land Use

SP No. 2016-286 proposes establishment of a Specific Plan on a total of 79.68-acres for 305 residential lots (96 single-family courtyard residential units and 209 single-family residential units), 20.1-acres of private recreational open space and trails and 21.18-acres of road and easements. Reference **Figure 6, *Specific Plan Land Use Plan*, and Table 1, *Specific Plan Land Use Table***. The overall residential density of the Project will be 3.82 dwelling units per acre.

Table 1
Specific Plan Land Use Table

Land Use	Total Gross Area (in acres)	Target Density	Proposed Dwelling Units (DUs)	Project Density
Residential	38.40	2.1-5	305	3.8
Recreational, Trails, & Open Space	20.10	-	-	-
Other (Roads, Easements, etc.)	21.18	-	-	-
Site Total	79.68	2.1-5	305	3.8

Source: Project Specific Plan 2017 (**Appendix J**)

E.2. 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 Specific Plan area efficiently and safely and once arrived will be able to flow through the community in a manner that is both practical yet enjoyable.

Vehicular, bicycle, and pedestrian circulation within the Project features two main arterials which will allow free movement through the Project area. Private Street “B” accesses Rockport Ranch from Old Newport Road and flows south, connecting with all Project streets (“A” through “E”). At

about the midpoint of the Project area it intersects private Street "A." Streets "C," "D," and "E" take access from Streets "A" and "B." Reference **Figure 7, *Circulation Plan.***

Internal traffic-calming measures, such as speed limit signs and stop signs, have been proposed to improve the overall safety of circulation within the Specific Plan area.

An internal system of trails has been proposed to add depth to the Circulation Plan. The trails will allow residents to walk and bike throughout the Specific Plan area and will connect residents to the various open space areas located throughout the site. Reference **Figure 8, *Open Space Plan***.

E.3. Open Space, Landscaping and Recreation

Landscaped open space consists of 8.9-acres for the development of paseos, passive landscape areas, and perimeter landscaping. All Project landscaping will be subject to the requirements of the Specific Plan**.** The Project will also provide 11 combined acres for parks and recreational areas, tot lots, a pool, sidewalks/trails and lakes. The main purpose for the lake is retention/detention; however, passive recreational opportunities (walks, seating) will be provided. Sidewalks and trails are planned for access to all these features. Reference **Figure 8**.

E.4. Grading and Drainage

The 79.68-acre site is the location of the former Abacherli Dairy. The Site is occupied with several structures in the northeast portion including four residences, a milking building, and a work shop building. The cow pens have generally been recently demolished and removed from the site and the dairy facility is no longer active. Concrete and asphalt parking/drive areas and landscaping also occupy the northeast portion of the property. The remaining portions of the site are undeveloped. The Project proposes to clear and grub all remaining vegetation within the property limits, demolish all existing improvements and private utilities, and perform mass grading activities over the entire site with a total of 185,000 CY of cut-to-fill and a total of 200,000 CY of imported material (385,000 CY total earthwork). As part of the mass grading activities, sheet grading will be performed across most of the site and the proposed lake feature will be taken to finish grade. Rough grading will prepare pads for each residential lot, interior street sections to subgrade, and further define drainage courses, park and amenity areas. Final and precise grading activities during the ultimate build-out of the Project, prior to the time of vertical construction, would include taking roads, lots, and landscape areas to finish grades with final surface/hardscape/planting installations and preparation of the ground for any foundations for proposed housing/community buildings. Reference **Figure 9, *Grading Plan***.

Natural drainage at the site is generally interpreted to be toward the southwest, conforming to the natural topography in the area. Standing water was observed on the site in several locations on the dates of our exploration due to the recent inclement weather. Additionally, several basins, approximately 5 feet to 20 feet in depth, are located in the western and southwestern portions of the site and collect storm water. Reference **Figure 10, *Drainage Plan***.

E.5. Master Water Plan

Water service for potable residential use and fire service to the Project will be provided by Eastern Municipal Water District (EMWD). The Project area is located entirely within the

boundaries of EMWD, which serves approximately 785,000 residents and businesses. The District services seven local municipalities, portions of the County of Riverside, three water agencies, and eleven school districts, and receives approximately 75% of its water from Metropolitan Water District through its Colorado River Aqueduct and its connections to the State Water Project. The remaining 25% of the EMWD's water comes from groundwater basins through groundwater wells.

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 does not include more than 500 dwelling units, and therefore, does not meet the criteria of statewide, regional or area wide significance.

Water needs, determined from studies conducted for the Project will dictate the size of infrastructure needed to handle the appropriate demands for the site. According to the Will Serve Letter from EMWD (**Appendix I**), the Project will use approximately 2,160 gallons-per-day per acre (gpd/ac). Based on this demand, the Project has been designed for 8" polyvinyl (PVC) pipe to service the Project. Several existing connection points are located under streets adjacent to the Project. Two (2) existing water mains are located on Old Newport Road; one 8" and one 36" concrete-mortar lined and coated (CML&C) water pipes. Briggs Road contains a 12" and a 36" CML&C pipes. One 36" CML&C pipe is located under Tres Lagos Drive. Three (3) potable water connections to the Project will be made from existing water lines underneath Tres Lagos Drive at the Project entrance, at the entrance on Briggs Road, and the last connection on Old Newport Road at the Project entrance. Reference **Figure 11, *Water Plan***.

Water infrastructure facilities that are located within public rights-of-way shall be maintained by EMWD. Once connections to EMWD are made, 8" PVC pipes will convey water into the Project. Water lines will be placed underneath each internal private street in accordance with EMWD design standards.

If available, the Project may incorporate recycled water or well water supply for landscape irrigation, which helps reduce strain on environmental resources. The Project may use recycled or well water for irrigation of common area landscaping, open space, parkways, and roadside landscaping adjacent to public roads. The Project could incorporate common-area irrigation water from two sources; the first from EMWD via an application process for recycled water, and the second through a possible filtration system connected to a well located at the southern-central end of the Project.

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. An existing 18" PVC recycled water line is located approximately 0.25 miles west of the Project on Old Newport Road. 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.

The Project may opt to incorporate well water for common-area landscaping, via wells located onsite. Two (2) existing wells are located within the Project site. If practical to provide common-area landscape irrigation with well-water, a process will be initiated with the County of Riverside to cap both existing wells and relocate one well at the eastern edge of the Project. An 8" PVC line would connect to the well at Street "C." The water lines would form two loops connected via Street "B". If the well does not produce sufficient water for common-area landscape irrigation, potable water lines from the EMWD would augment the difference. Due to the high salt particulate content to the water available on the Project site, a filtration system would be necessary to treat the water to levels appropriate for landscape irrigation. Once established, this local groundwater would be used to irrigate open space and landscaping of all common-areas within the Project. Reference **Figure 12, *Recycled and Well Water Plan***.

E.6. Master Sewer Plan

Wastewater service to the Project will be provided by EMWD. EMWD has determined it has existing sewer capacity to serve the expected buildout of the Project (Will Serve Letter, **Appendix I**). EMWD is divided into four sewer service areas to process and treat approximately 46 million gallons of wastewater per day. The Project is located in the Sun City Regional Reclamation Facility, Subservice Area #3. Currently, all wastewater flowing to the reclamation facility is redirected to the Perris Valley Regional Reclamation Facility for processing.

Two (2) internal pipe sizes are proposed for the Project. Preliminary sewer design concluded 8"and 12" PVC pipes will be needed to adequately service individual homes and community areas discharging wastewater. Pipes will be located underneath the internal private streets. On-street parking will be restricted on the sewer side of the street.

Wastewater will generally flow south toward a connection to a 27" vitrified clay pipe (VCP) located at Tres Lagos Drive, which will convey wastewater flows offsite to a processing station located approximately 5 miles west of the Project site. An 8" PVC pipe will convey wastewater from courtyard residential and residential lots located along a portion of Street "B," Street "C," and Street "D" toward a connection to a 12" sewer line located at Street "A" and continuing its flow south toward the 27" VCP located at Tres Lagos Drive. The 12" PVC pipe will collect wastewater from the 8" lines at the northern half of the Project and the small group of courtyard residential units located at the midpoint of the Project area. Street "E" will convey wastewater through an 8" PVC line connecting to a 12" PVC pipe located under the southern portion of Street "A" and travelling along Street "A" before connecting to the 27" VCP at Tres Lagos Drive. Reference **Figure 13, *Sewer Plan***.

E.7. Building Architecture and Materials

Six architectural styles are included in the Rockport Ranch Specific Plan and were chosen based on their historic popularity with homeowners in California. The architectural styles are California Bungalow, California Craftsman, California Ranch, Cottage, Farmhouse, and Monterey. Reference **Figure 14, *Conceptual Elevations***.

E.8. Project Phasing

Preliminary phasing within the Project site shall be accomplished through a primary Phase I, inclusive of infrastructure necessary to deliver water, sewer, electricity, and gas to the Project,

with subsequent construction phases. Utility infrastructure may be phased to coincide with phases of construction as needed.

Phase I improvements for the Project will consist of the following:

- Mass grading of the entire Project site;
- Grading for roads (internal to the Project site);
- Installation of utilities; and
- Off-site improvements to adjacent streets.

The wet and dry utilities and offsite improvements will consist of water lines, sewer lines, dry utilities (including gas, cable and telephone) and offsite improvements to adjacent streets.

More information of the total number of phases and the location of phasing is illustrated on **Figure 15, *Phasing Plan.*** Phases 1a, 1b, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12 pertain to the Project phasing internal to the Project. This phasing is more applicable to the marketing phasing of the Project. As shown, the Project will basically develop from the north to the south.

Construction is expected to commence in Spring 2018 and will last through Fall 2020. Construction duration and equipment used are shown in **Table 2, *Construction Schedule and Equipment***.

Table 2
Construction Schedule and Equipment

Construction Phase	Length (Days)	Equipment
Demolition	100	• 1 concrete saw • 3 excavators • 2 rubber tired dozers
Site Preparation	60	• 3 rubber tired dozers • 4 loader/backhoes
Grading	155	• 2 excavators • 1 grader • 1 rubber tired dozers • 2 scrapers • 2 loader/backhoes
Paving	110	• 2 paver • 2 paving equipment • 2 roller
Building Construction and Architectural Coatings	1,550	• 1 crane • 3 forklift • 1 generator set • 3 loader/backhoes • 1 welder • 1 air compressor

Source: *AQ Analysis* (**Appendix B**), prepared by Recon Environmental, Inc., March 2017 (p. 29).

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:	Menifee 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-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 16, *March Air Reserve Base Airport Influence Area*.**

10. Surrounding Land Uses & Environmental Setting

The Project site is situated at the southwest corner of Briggs Road and Old Newport Road in the City of Menifee. Historically, a commercial dairy was located on the site. Operation of the dairy ceased in 2014 and the buildings and infrastructure associated with the dairy have since started to be removed. Four homes associated with the dairy are situated at the northern end of the site, along Old Newport Road. The site is bordered on the north by single-family homes, on the south by a recreational vehicle campground/park, on the west by a partially developed tract of single-family homes, which is currently being constructed, and on the east by a poultry farm and agricultural fields. The topography of the Project site is flat and the elevation is approximately 1,440 feet above mean sea level. Reference **Figure 17, *Aerial Photo***.

In September 2017, the remaining foundations of the dairy processing facilities were demolished. Concrete was broken down in size (based on geotechnical recommendations) and was placed as engineered fill into two of the three deep existing settling basins located in the southwesterly region of the Project site. In all, approximately 490,000 square feet of 6” thick concrete slab (9,075 cubic yards) was broken down in size. The concrete was mixed with 3,175 cubic yards of Qoal (older alluvium soils) for proper compaction in compliance with the completed geotechnical study.

The Project site and surrounding area is a mixture between residential, specific plan, agricultural, recreational, and vacant land uses. **Table 3, *Surrounding Land Uses***, below, lists the different uses that are located immediately adjacent to the proposed Project site. Reference **Figure 18, *General Plan Land Use Designations***, and **Figure 19, *Zoning Classifications***.

Table 3
Surrounding Land Uses

Direction	General Plan Designation	Zoning District	Existing Land Use
Project Site	• Existing: Agriculture (AG) • Proposed: Specific Plan (SP)	• Existing: Heavy Agriculture (A-2-10) • Proposed: Specific Plan (SP)	Prior agricultural uses
North	• Residential (2.1-5R); and • Water (OS-W)	• Planned Residential (R-4)	Single-family residential
South	• Recreation (OS-R)	• Rural Residential (R-R)	Wilderness Lakes RV Resort
East*	• Agriculture (AG); and • Estate Density Residential (EDR)	• Light Agriculture (A-P); and • Heavy Agriculture (A-2)	Ramona Egg Ranch and agricultural fields
West	Menifee East Specific Plan	• Specific Plan (SP)	Single-family residential

Sources: City of Menifee Zoning Map and Google Maps.
* Properties to the east are within County of Riverside jurisdiction.

The proposed Project is located within the Sun City/Menifee Area Plan (SC/MVAP) 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. No riparian/riverine/vernal pool resources are present. No jurisdictional drainages are located within the site boundary. As illustrated on **Figure 20, *MSHCP Survey Area***, the Project site is within the MSHCP survey areas for Narrow Endemic Plant Species Survey Area (NEPSSA) plants and the burrowing owl.

The soils within the Project site, as shown in **Figure 21, *Soils Map***, include the following:

- Domino fine sandy loam, saline-alkali (Dt);
- Domino silt loam, saline-alkali (Dv);
- Exeter sandy loam, 0 to 2 percent slopes (EnA);
- Exeter sandy loam, slightly saline-alkali, 0 to 5 percent slopes (EoB);
- Exeter sandy loam, deep, 0 to 2 percent slopes (EpA);
- Exeter very fine sandy loam, 0 to 5 percent slopes (EwB);
- Exeter very fine sandy loam, deep, 0 to 5 percent slopes (EyB); and
- Waukena loam, saline-alkali (Wd).

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:

- General Plan Amendment
- Change of Zone
- Specific Plan
- Tentative Tract Map

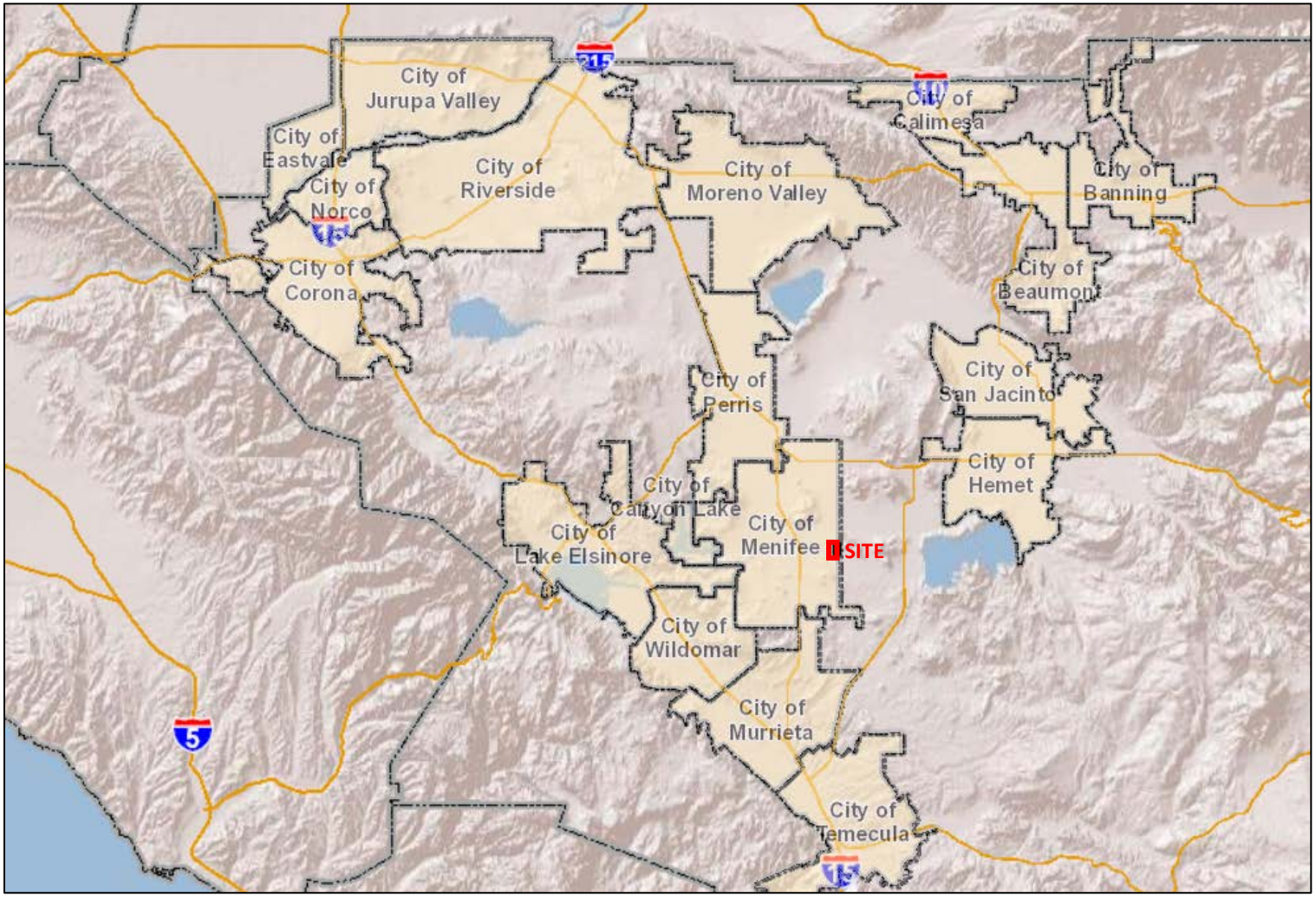
- Various Minor Plot Plans (for landscaping [working drawings], wall and fence plans, monument signs, park plans, etc.)
- Statewide General Construction Permit
- Grading Permit
- Encroachment Permit
- Building Permits

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 (EMWD)
- Riverside County Department of Environmental Health (for well closures/relocations)
- Regional Water Quality Control Board, Santa Ana Region

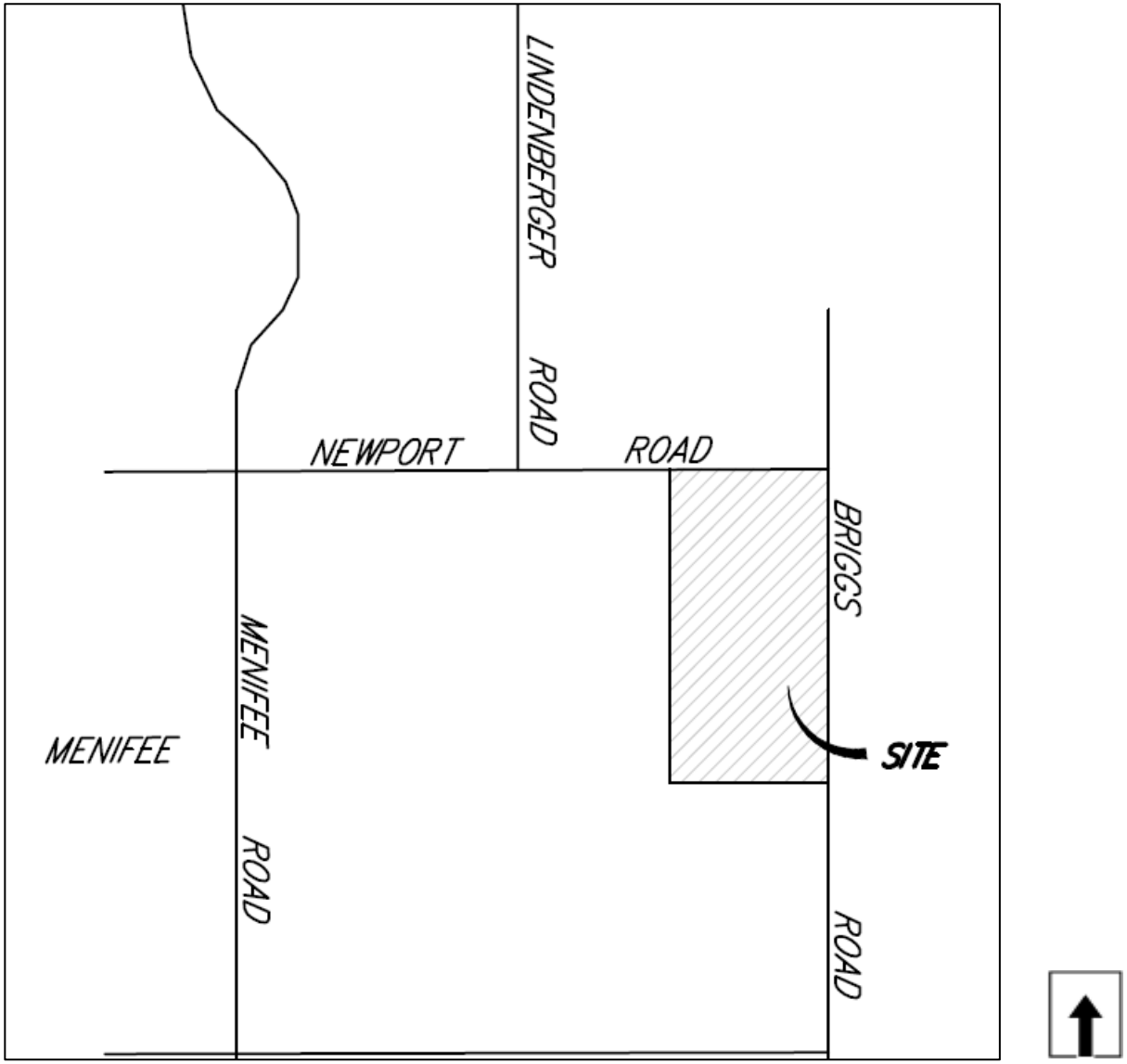
CEQA ENVIRONMENTAL FIGURES

Figure 1
Regional Location Map



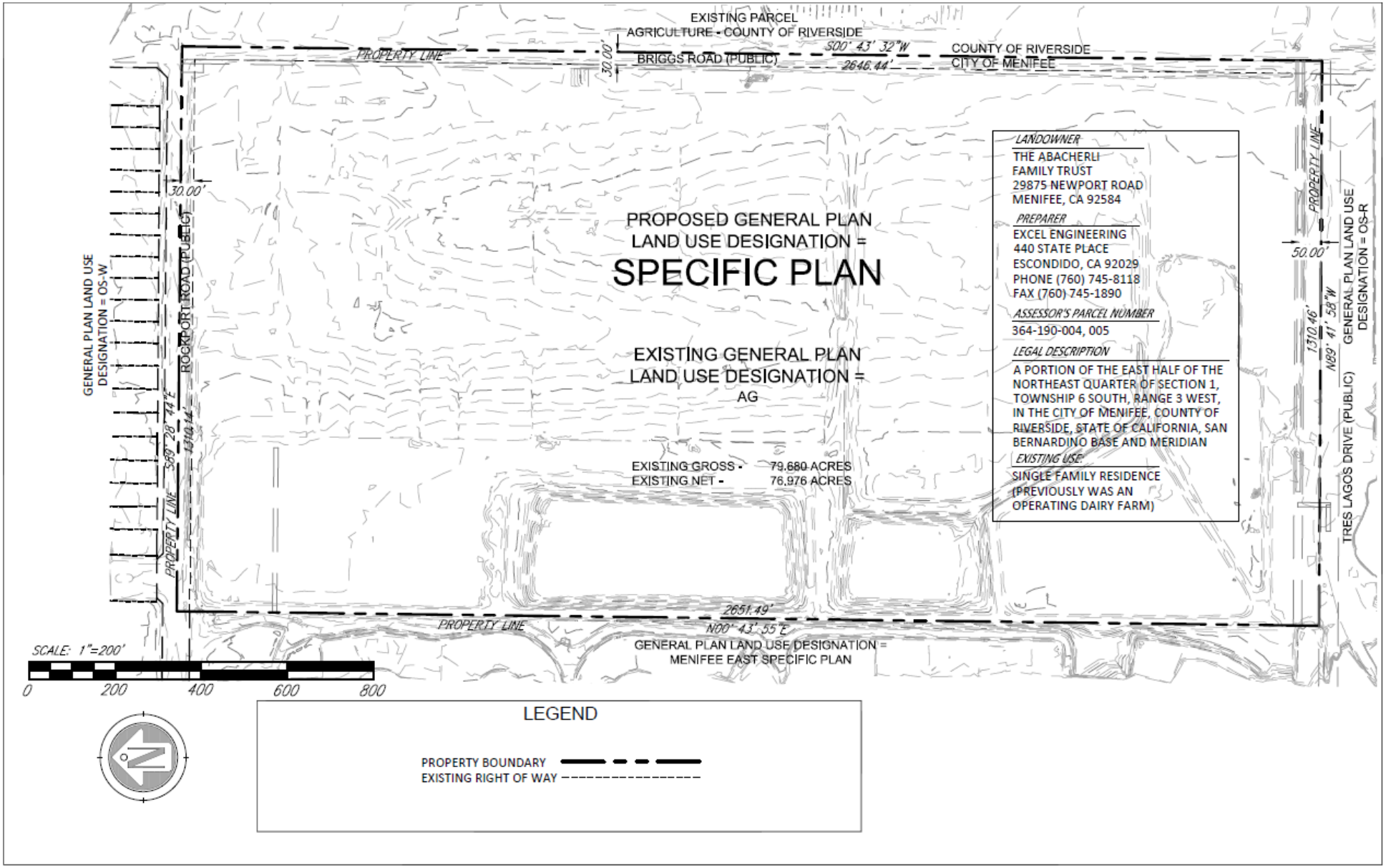
Source: Map My County http://mmc.rivcoit.org/MMC_Public/Viewer.html?Viewer=MMC_Public, accessed July 2017

Figure 2
Vicinity Map



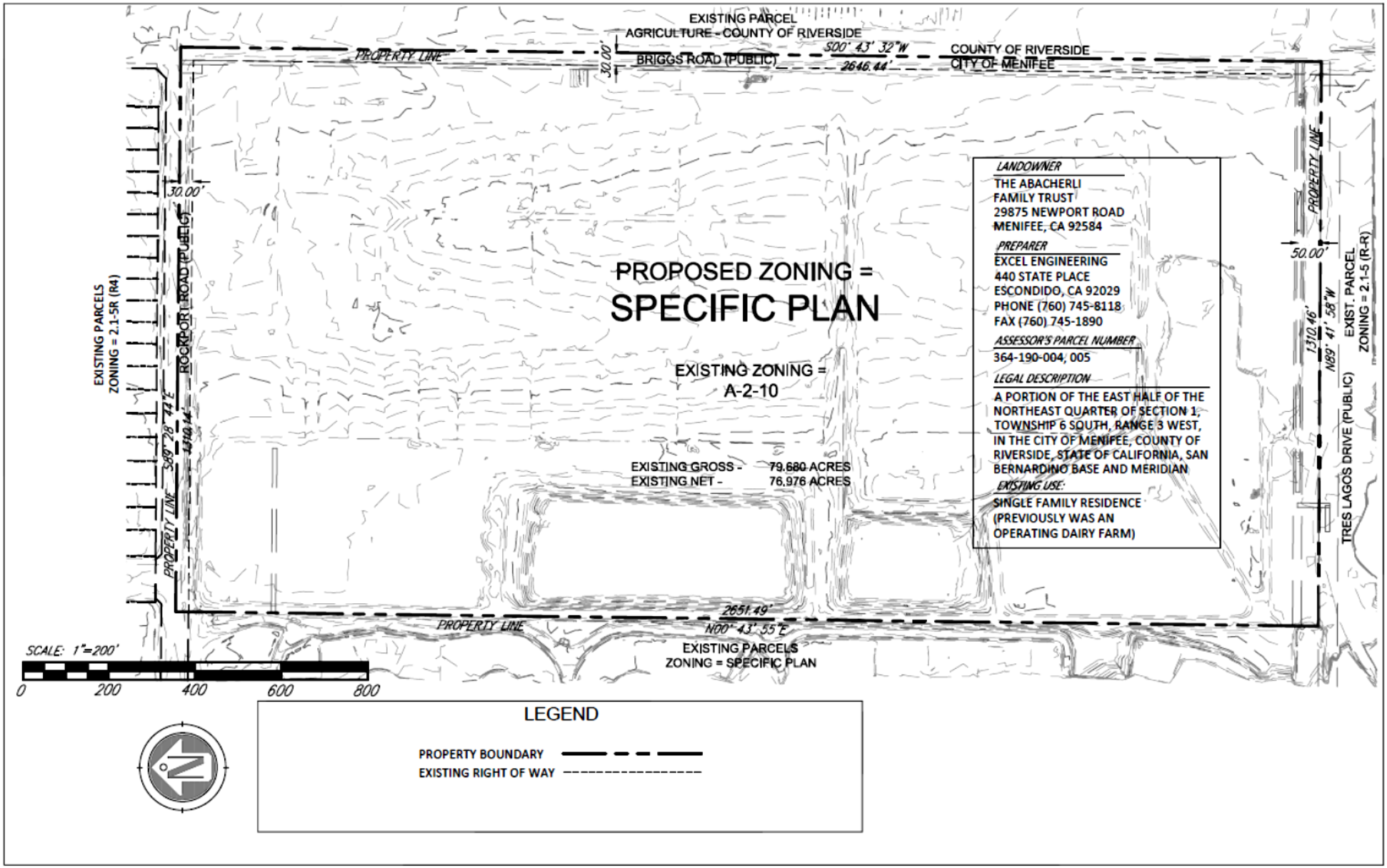
Source: TR 37131 Exhibit, July 2017

Figure 3
General Plan Amendment



Source: General Plan Amendment Exhibit, August 2017

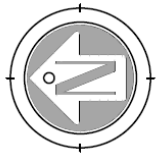
Figure 4
Change of Zone



Source: Rockport Ranch Change of Zone Exhibit, August 2017

Figure 5
Tentative Tract Map (TR 37131)

Source: Excel Engineering, August 2017



LEGEND

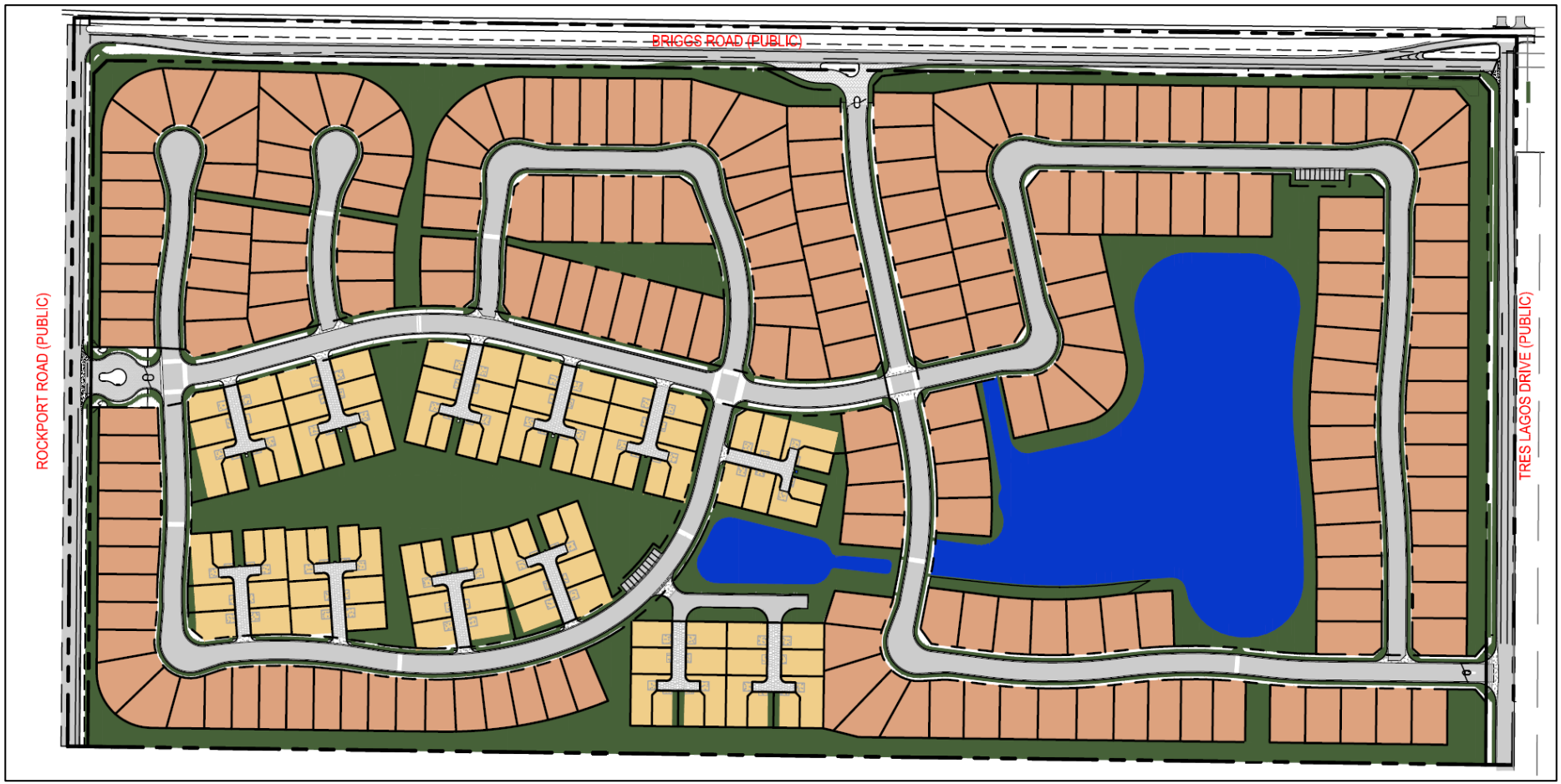
LOT LINE

PROPERTY LINE

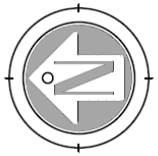
LOT NUMBER 210

FIRST AND LAST LOT NUMBER (1) (305)

Figure 6
Specific Plan Land Use Plan



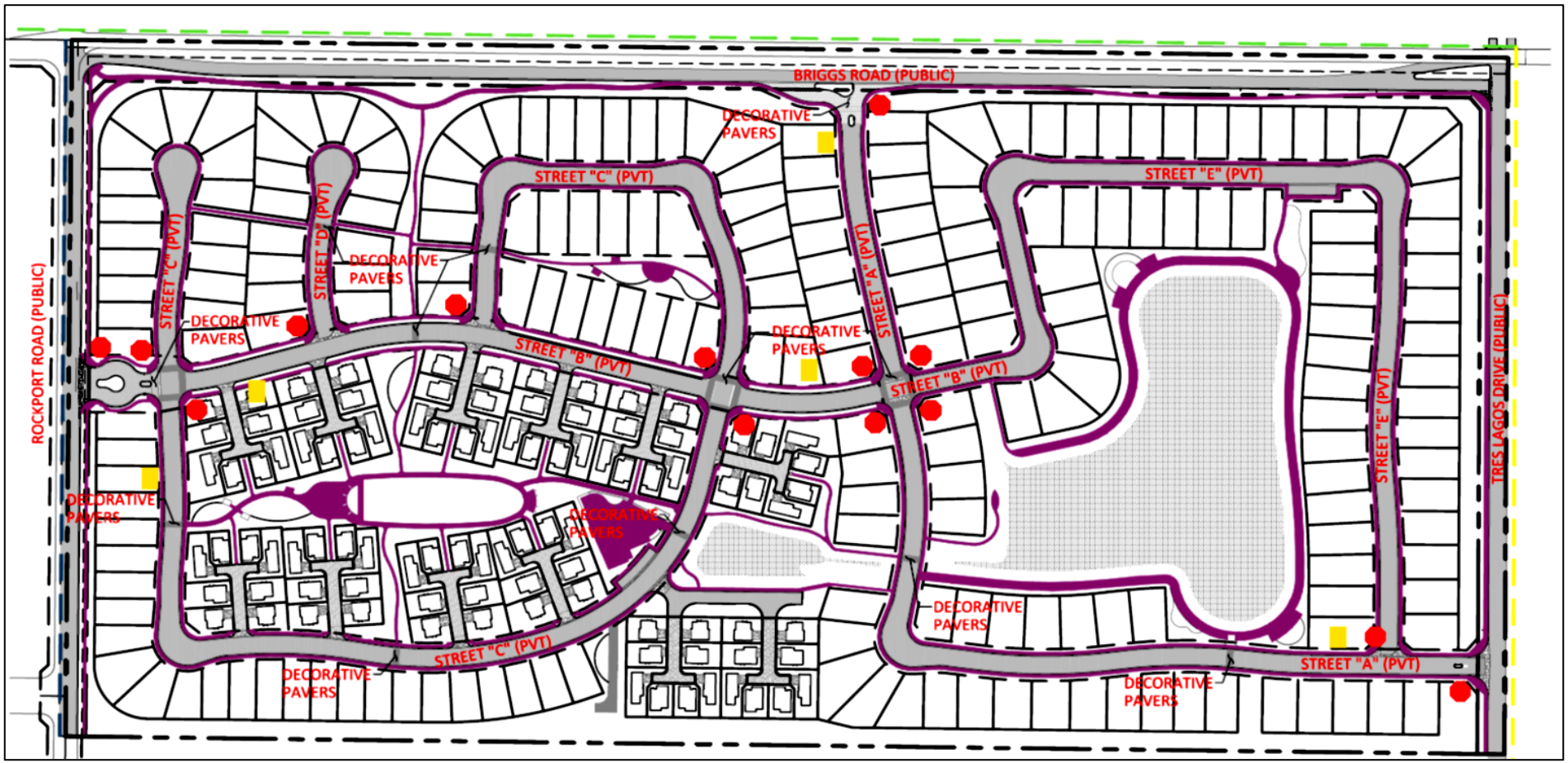
Source: Rockport Ranch Specific Plan, August 2017 (**Appendix J**)



LEGEND

- SINGLE FAMILY COURTYARD RESIDENTIAL 96 DWELLING UNITS
- SINGLE FAMILY RESIDENTIAL 209 DWELLING UNITS
- STREET
- LAKE
- OPEN SPACE

Figure 7
Circulation Plan



Source: Rockport Ranch Specific Plan, August 2017 (**Appendix J**)

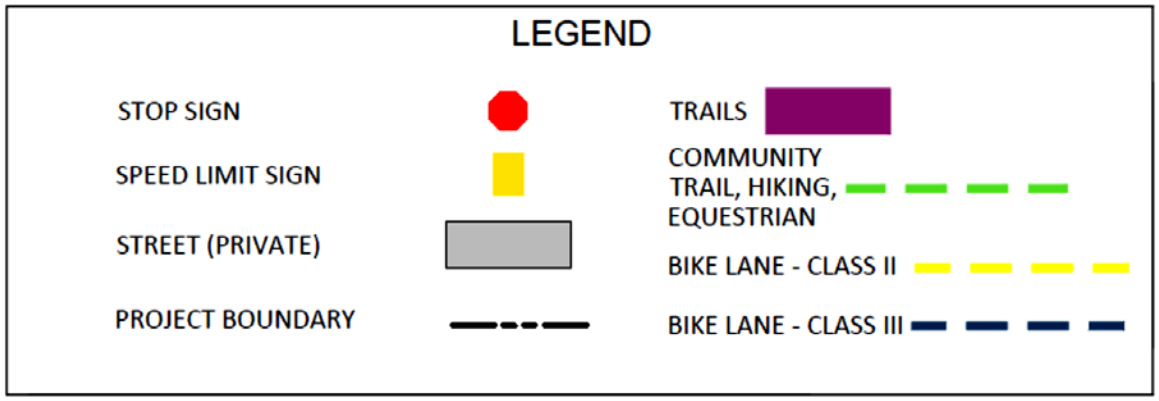
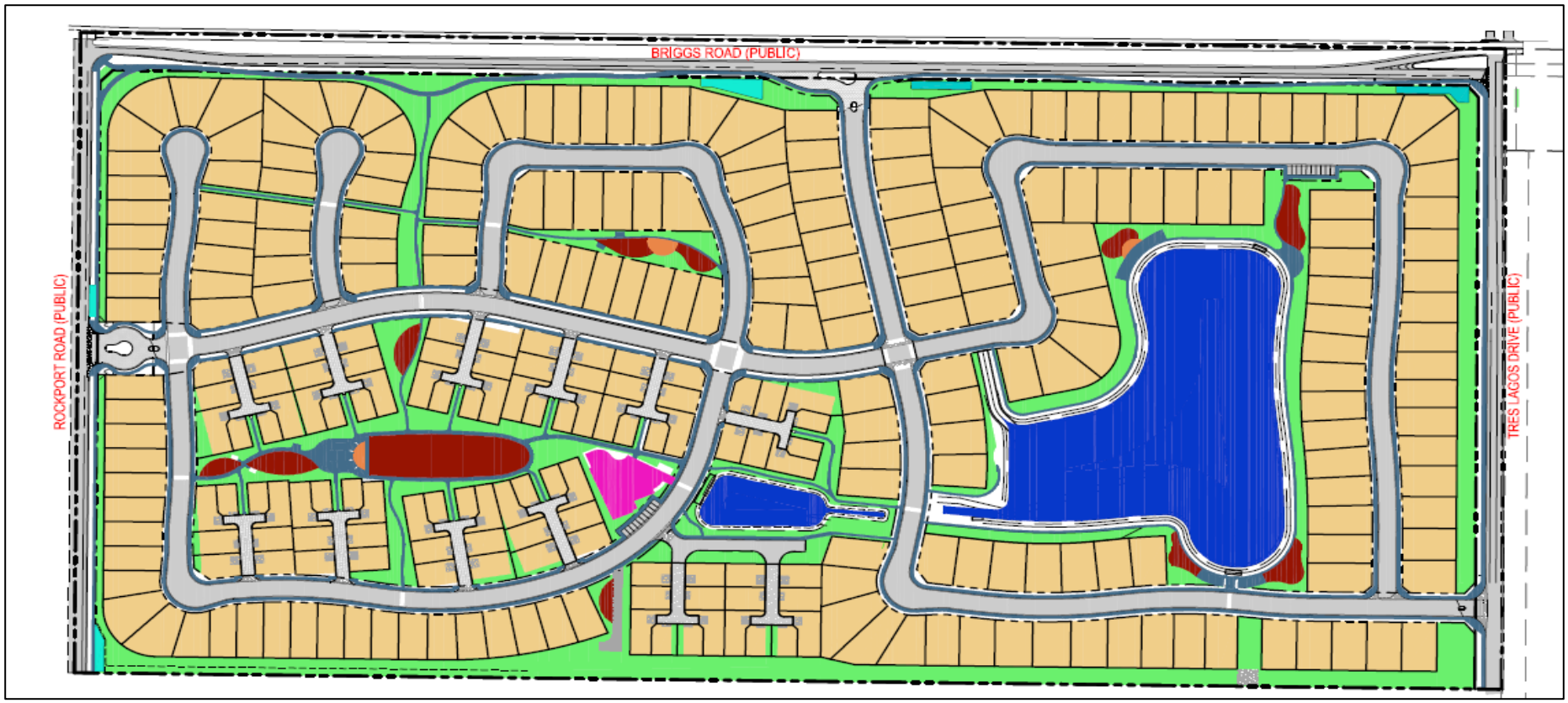
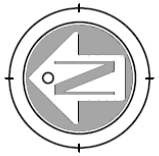


Figure 8
Open Space Plan



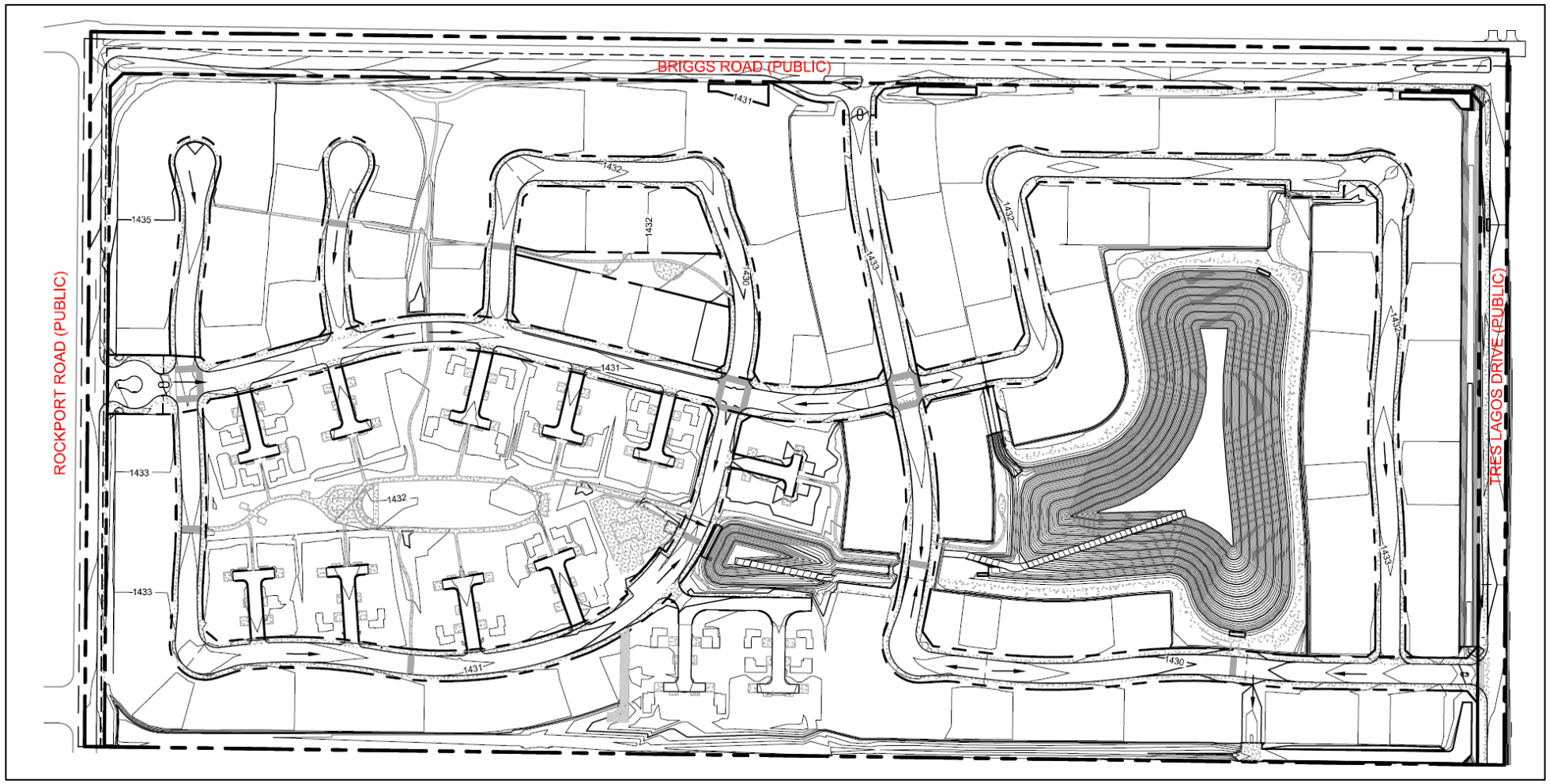
Source: Rockport Ranch Specific Plan, August 2017 (**Appendix J**)



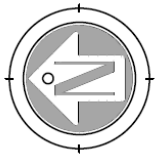
LEGEND

RESIDENTIAL LOTS 38.4 ACRES	PARK AREA/RECREATION 1.2 ACRES	PROPERTY LINE
POOL AREA 0.3 ACRES	TOT LOTS 0.1 ACRES	
WATER QUALITY BASIN 0.2 ACRES	SIDEWALK AND TRAILS 4.2 ACRES	
LAKES 5.2 ACRES	LAWN AND LANDSCAPE 8.9 ACRES	

Figure 9
Grading Plan



Source: Rockport Ranch Specific Plan, August 2017 (**Appendix J**)



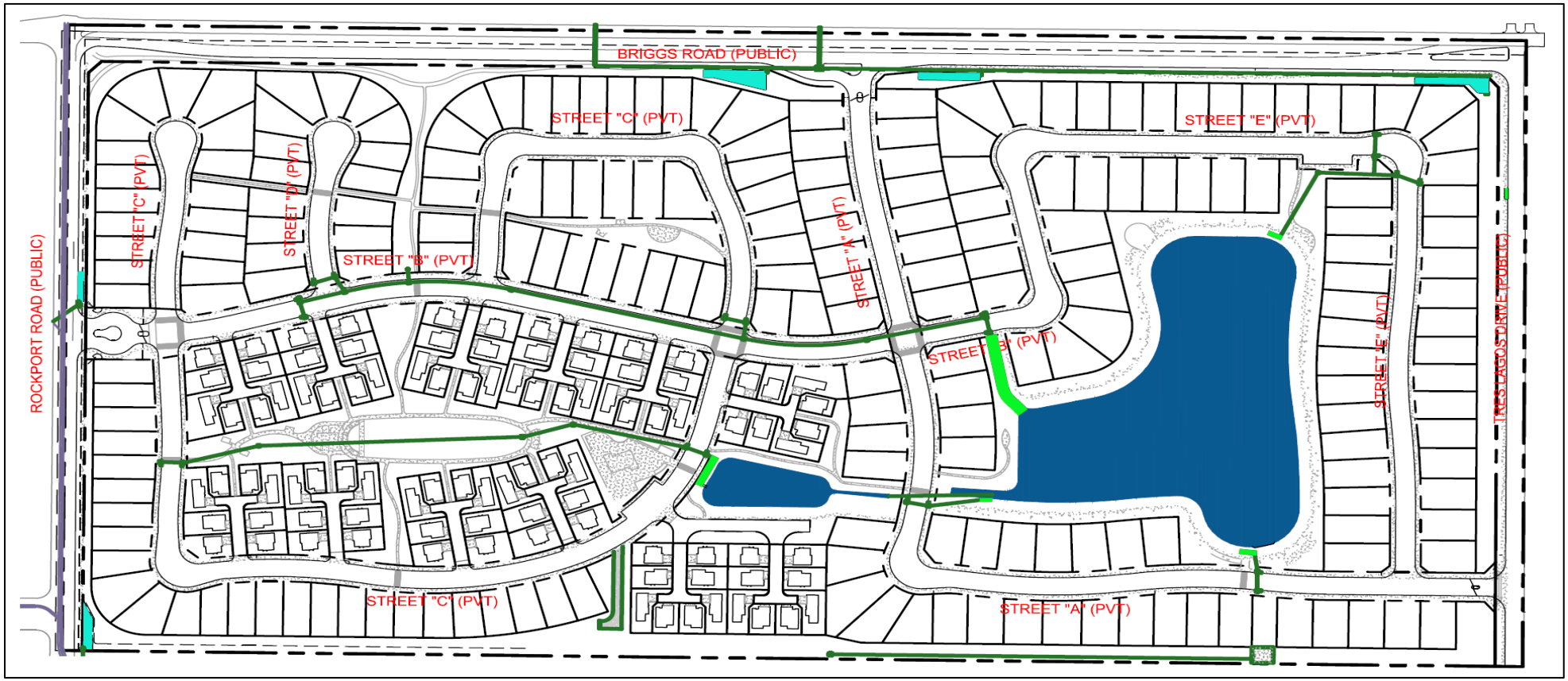
LEGEND

PROJECT BOUNDARY

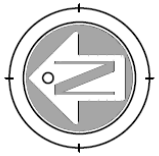
SLOPE INDICATING ARROW

ELEVATION 1430

Figure 10
Drainage Plan



Source: Rockport Ranch Specific Plan, August 2017 (**Appendix J**)



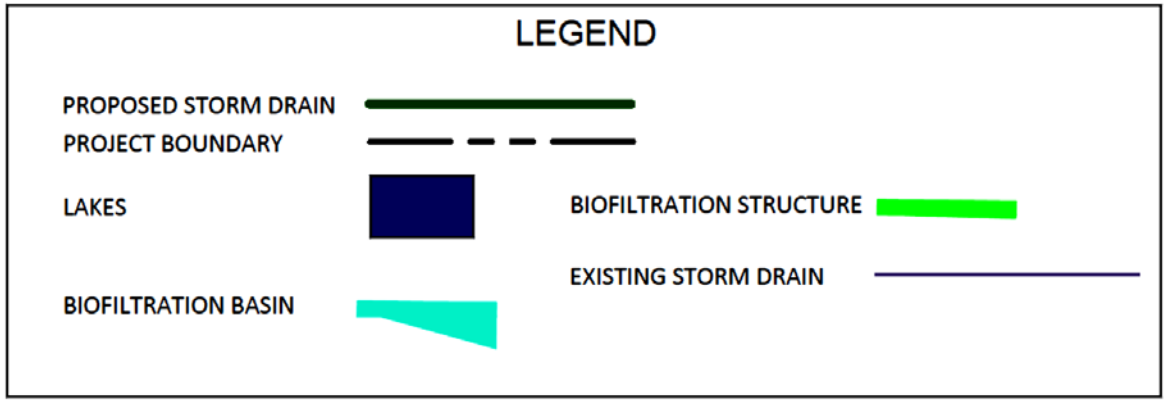
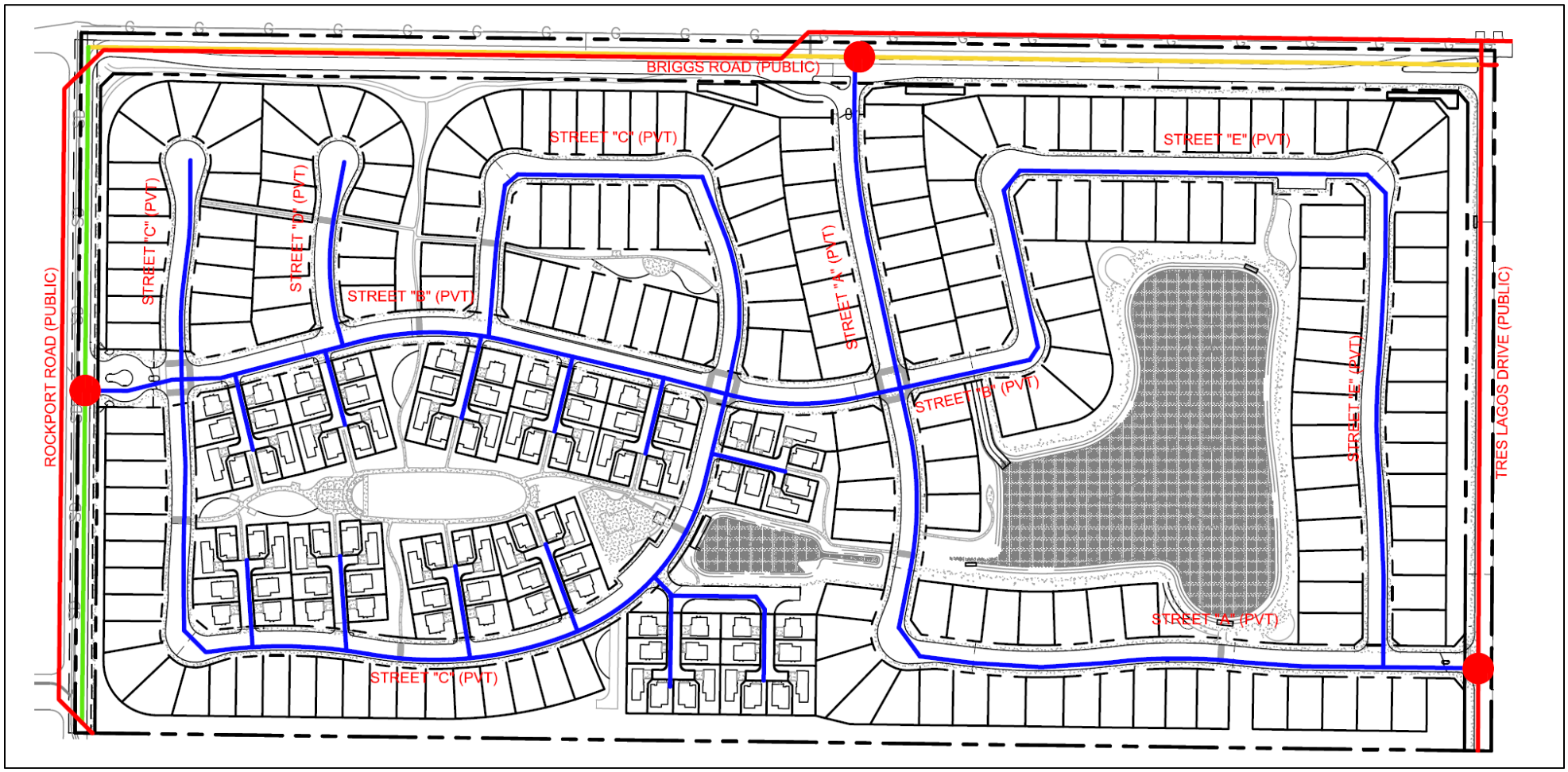
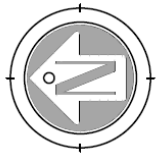


Figure 11
Water Plan



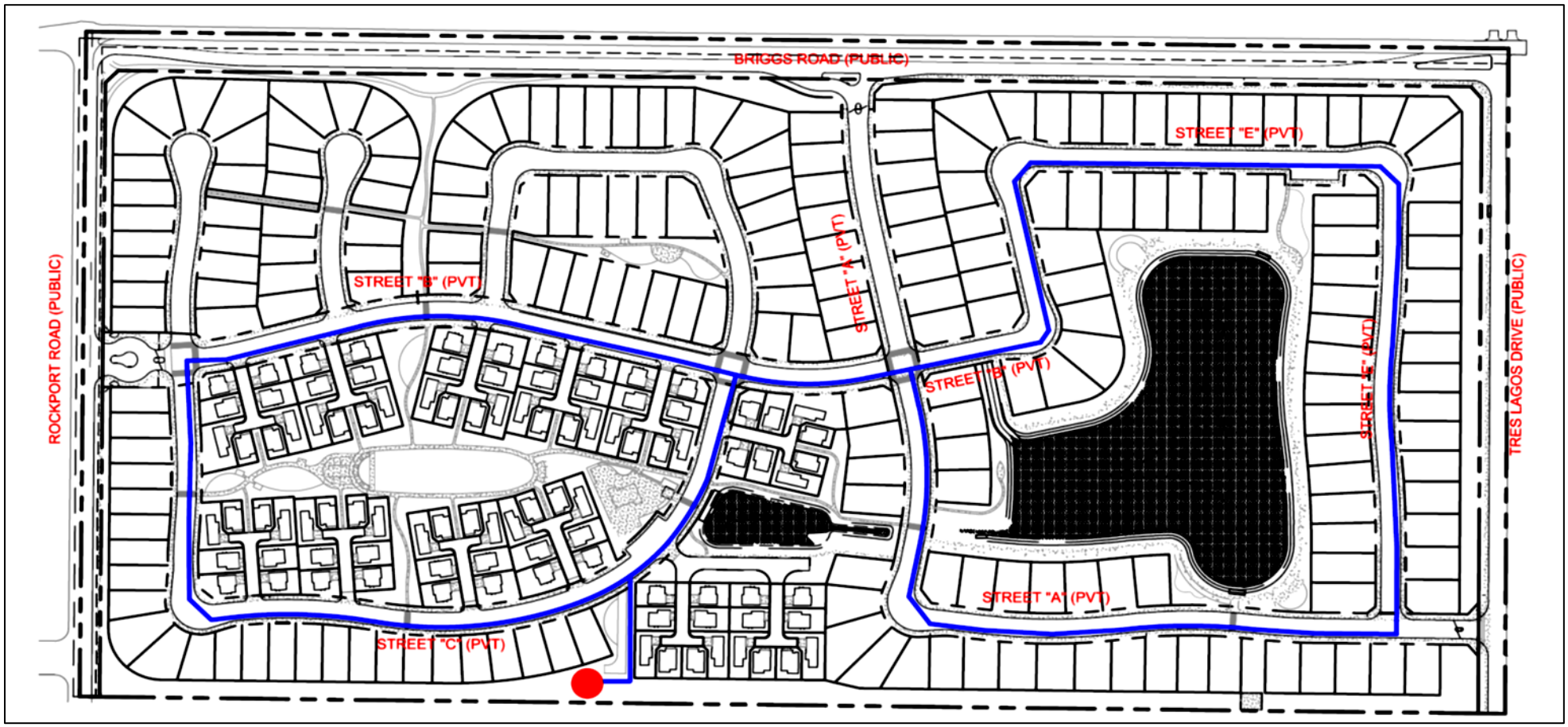
Source: Rockport Ranch Specific Plan, August 2017 (**Appendix J**)



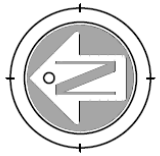
LEGEND

- EXISTING WATER 12" (CML&C STEEL)
- EXISTING WATER 8" (CML&C STEEL)
- EXISTING WATER 36" (CML&C STEEL)
- PROPOSED WATER 8" (PVC)
- PROPOSED CONNECTION TO EXISTING WATER MAIN
- PROJECT BOUNDARY

Figure 12
Recycled and Well Water Plan



Source: Rockport Ranch Specific Plan, August 2017 (**Appendix J**)



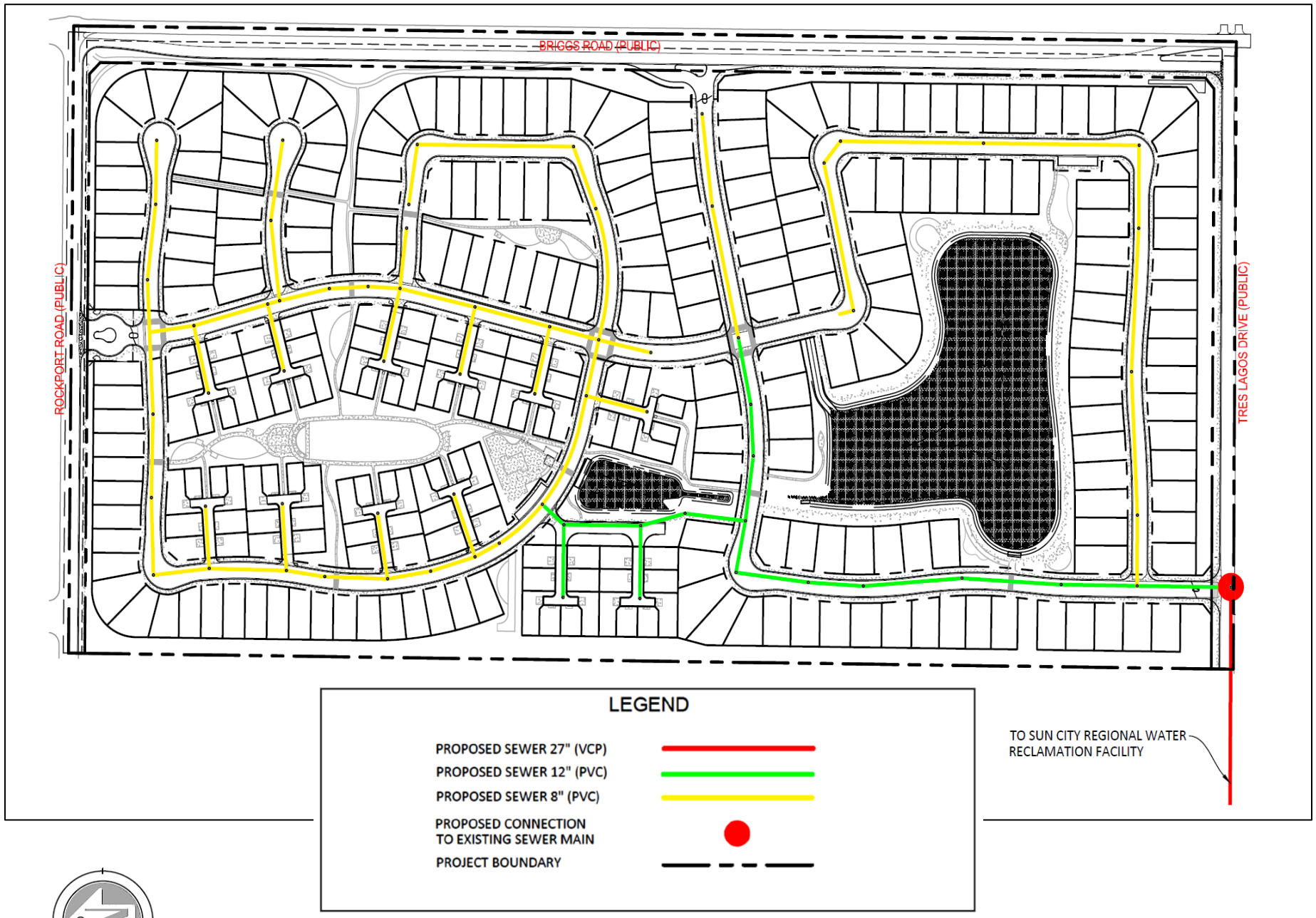
LEGEND

PROPOSED RECLAIMED WATER 8" (PVC)

RECLAIMED WATER WELL

PROJECT BOUNDARY

Figure 13
Sewer Plan



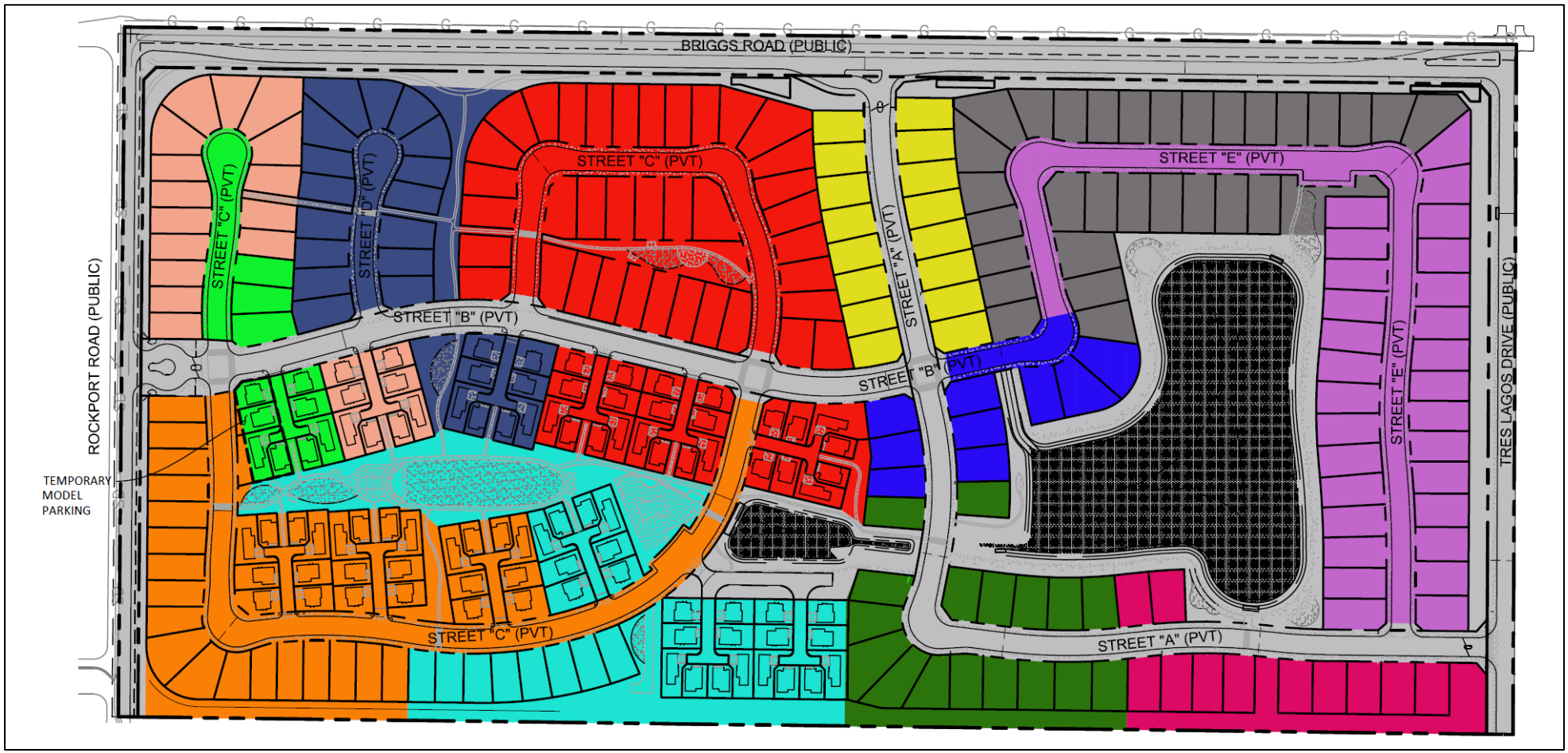
Source: Rockport Ranch Specific Plan, August 2017 (**Appendix J**)

Figure 14
Conceptual Elevations

Figure 14
Conceptual Elevations, continued

Source: Rockport Ranch Specific Plan, August 2017 (**Appendix J**)

Figure 15
Phasing Plan

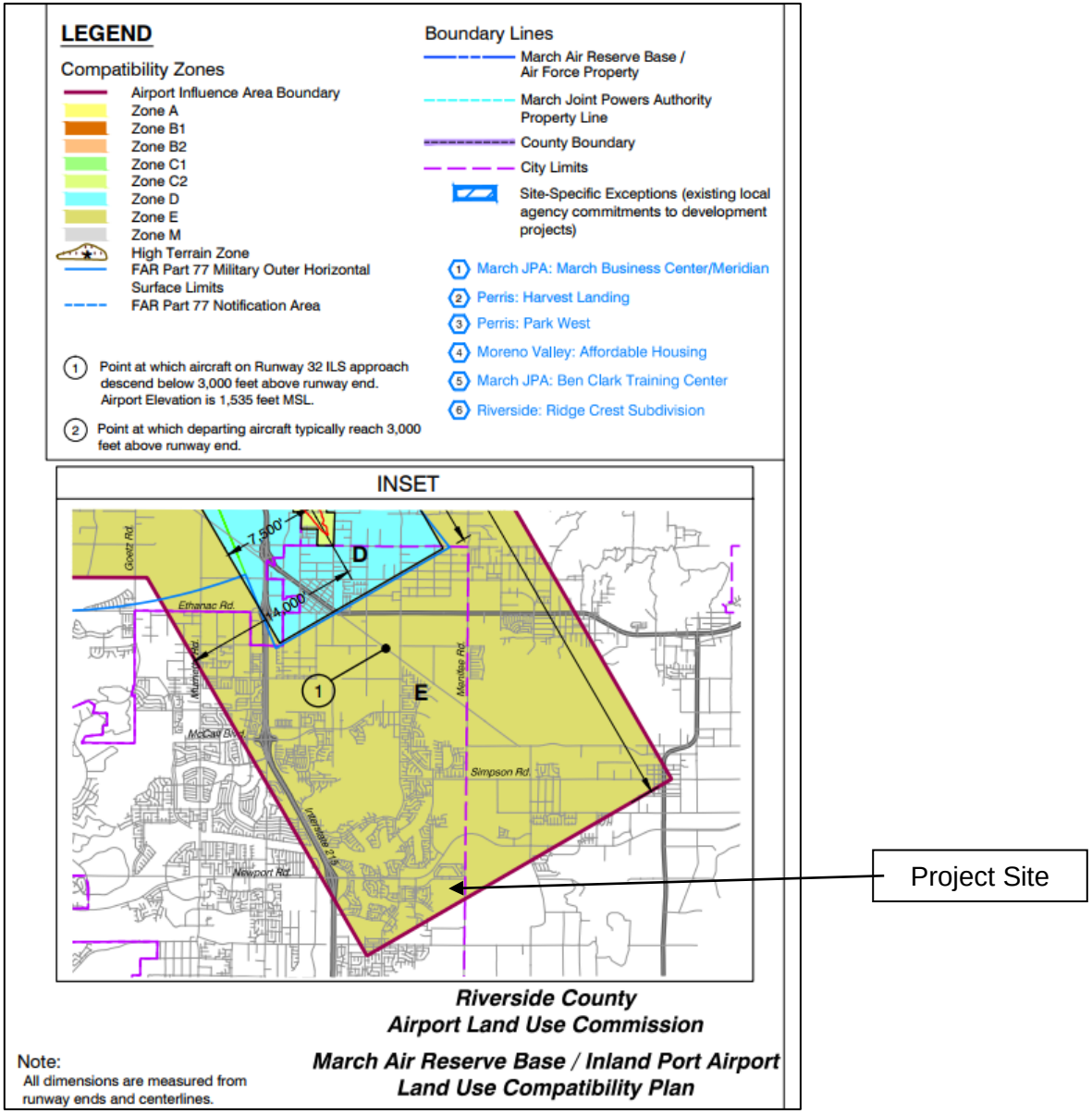


Source: Rockport Ranch Specific Plan, August 2017 (**Appendix J**)

LEGEND

- **PHASE 1 - SITE GRADING AND UTILITY INFRASTRUCTURE** (ROCKPORT ROAD, BRIGGS ROAD, TRES LAGOS DRIVE, STREET A, STREET B, LAKE)
- **PHASE 1A - NORTH MODELS** (5,000 SF LOTS, STREET C, COURTYARD)
- **PHASE 1B - SOUTH MODELS** (6,000 SF LOTS, 6,500 SF LOTS, 7,000 SF LOTS, STREET B)
- **PHASE 2** (5,000 SF LOTS, COURTYARD)
- **PHASE 3** (5,000 SF LOTS, COURTYARD, STREET D)
- **PHASE 4** (5,000 SF LOTS, STREET C, COURTYARD)
- **PHASE 5** (5,000 SF LOTS, PARK AREA, COURTYARD)
- **PHASE 6** (6,000 SF LOTS, STREET C, COURTYARD)
- **PHASE 7** (6,000 SF LOTS)
- **PHASE 8** (6,000 SF LOTS, 6,500 SF LOTS)
- **PHASE 9** (6,500 SF LOTS)
- **PHASE 10** (6,500 SF LOTS, 7,000 SF LOTS, STREET E)
- **PHASE 11** (6,500 SF LOTS, 7,000 SF LOTS)
- **PHASE 12** (TEMPORARY MODEL PARKING)
- **PROJECT BOUNDARY**

Figure 16
March Air Force Base Airport Influence Area

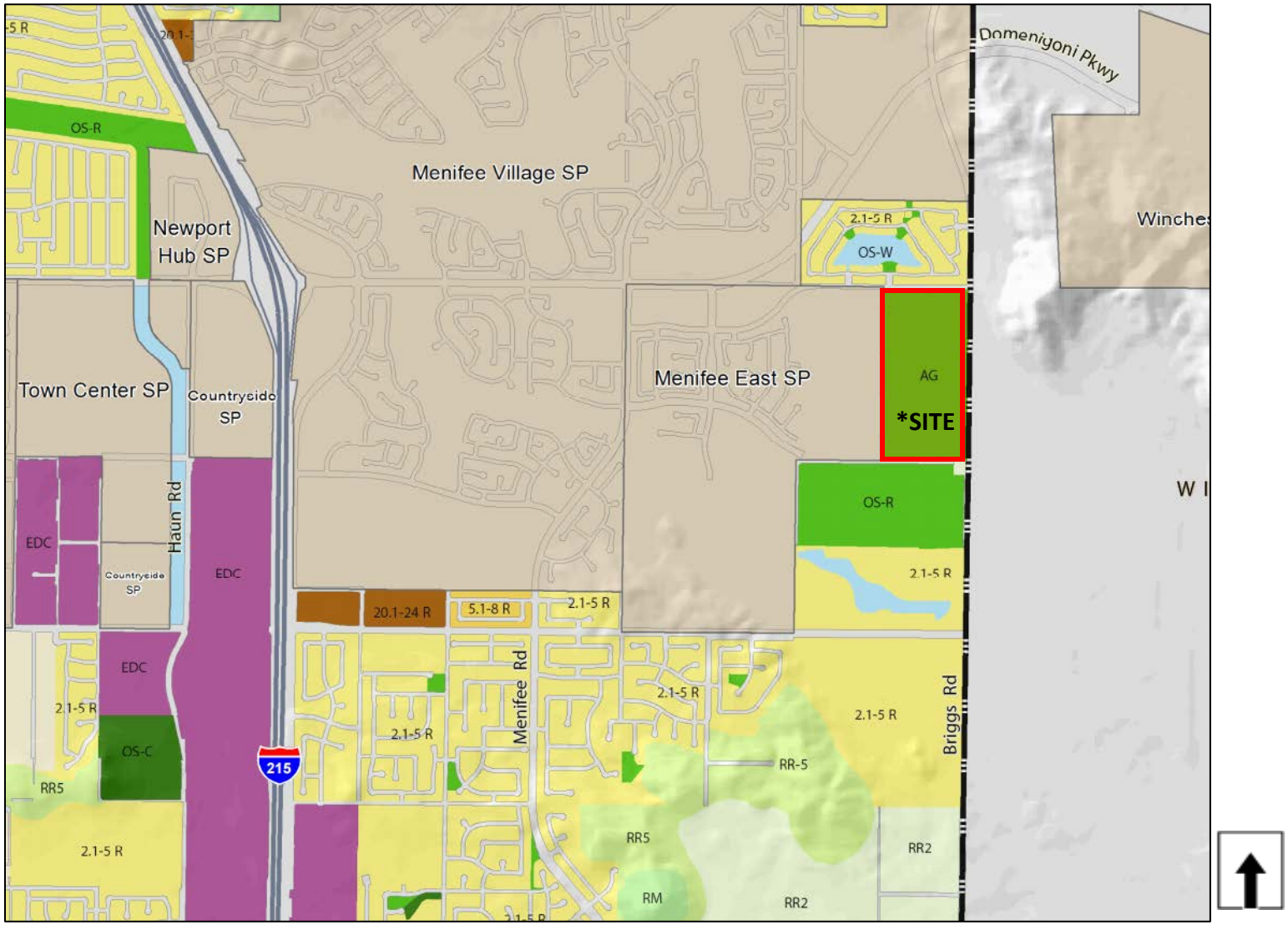


Source: March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan, November 2014

Figure 17
Aerial Photo

Source: Google Maps, 2017

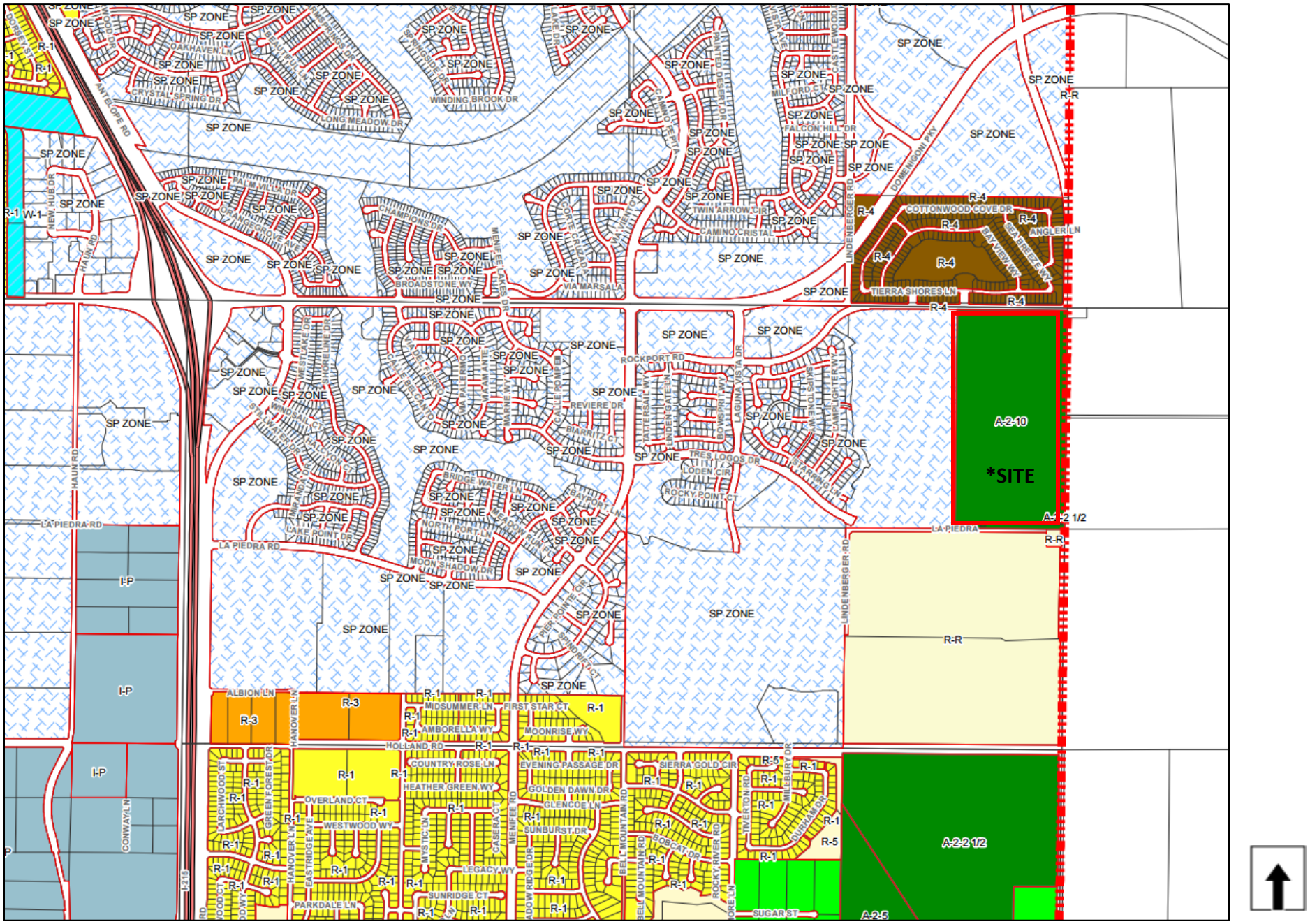
Figure 18
General Plan Land Use Designations



Source: City of Menifee General Plan Land Use Map

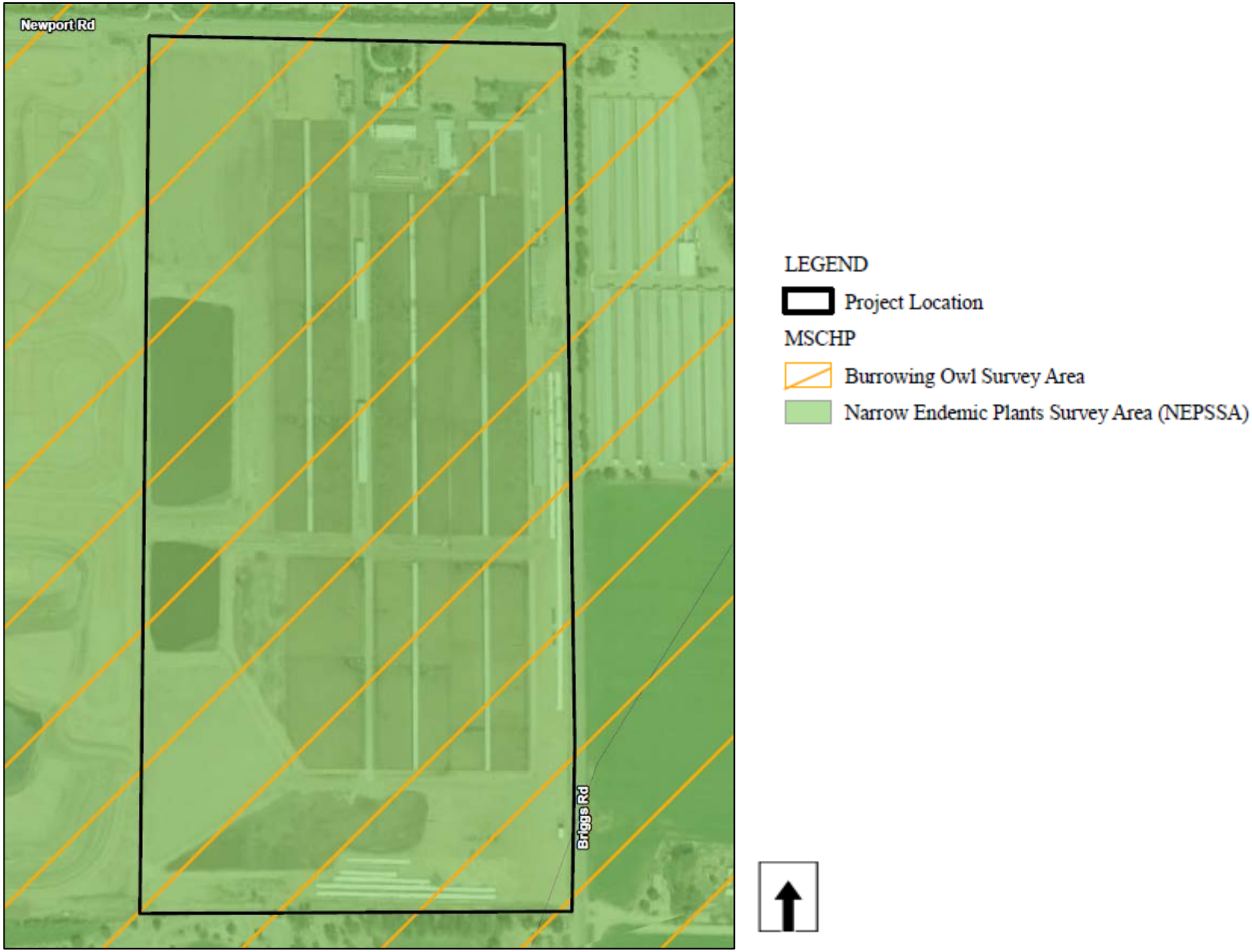
Rural Mountainous (RM) 10 ac min	2.1-5 du/ac Residential (2.1-5R)	Commercial Retail (CR) 0.20 - 0.35 FAR	Agriculture (AG)	Public Utility Corridor (PUC)
Rural Residential 5 ac min (RR5)	5.1-8 du/ac Residential (5.1-8R)	Commercial Office (CO) 0.25 - 1.0 FAR	Conservation (OS-C)	Railroad
Rural Residential 2 ac min (RR2)	8.1-14 du/ac Residential (8.1-14R)	Heavy Industrial (HI) 0.15 - 0.50 FAR	Recreation (OS-R)	Specific Plan (SP)
Rural Residential 1 ac min (RR1)	14.1-20 du/ac Residential (14.1-20R)	Business Park (BP) 0.25 - 0.60 FAR	Water (OS-W)	
Rural Residential 1/2 ac min (RR1/2)	20.1-24 du/ac Residential (20.1-24R)	Economic Development Corridor (EDC)	Public/Quasi Public Facilities (PF)	

Figure 19
Zoning Classifications



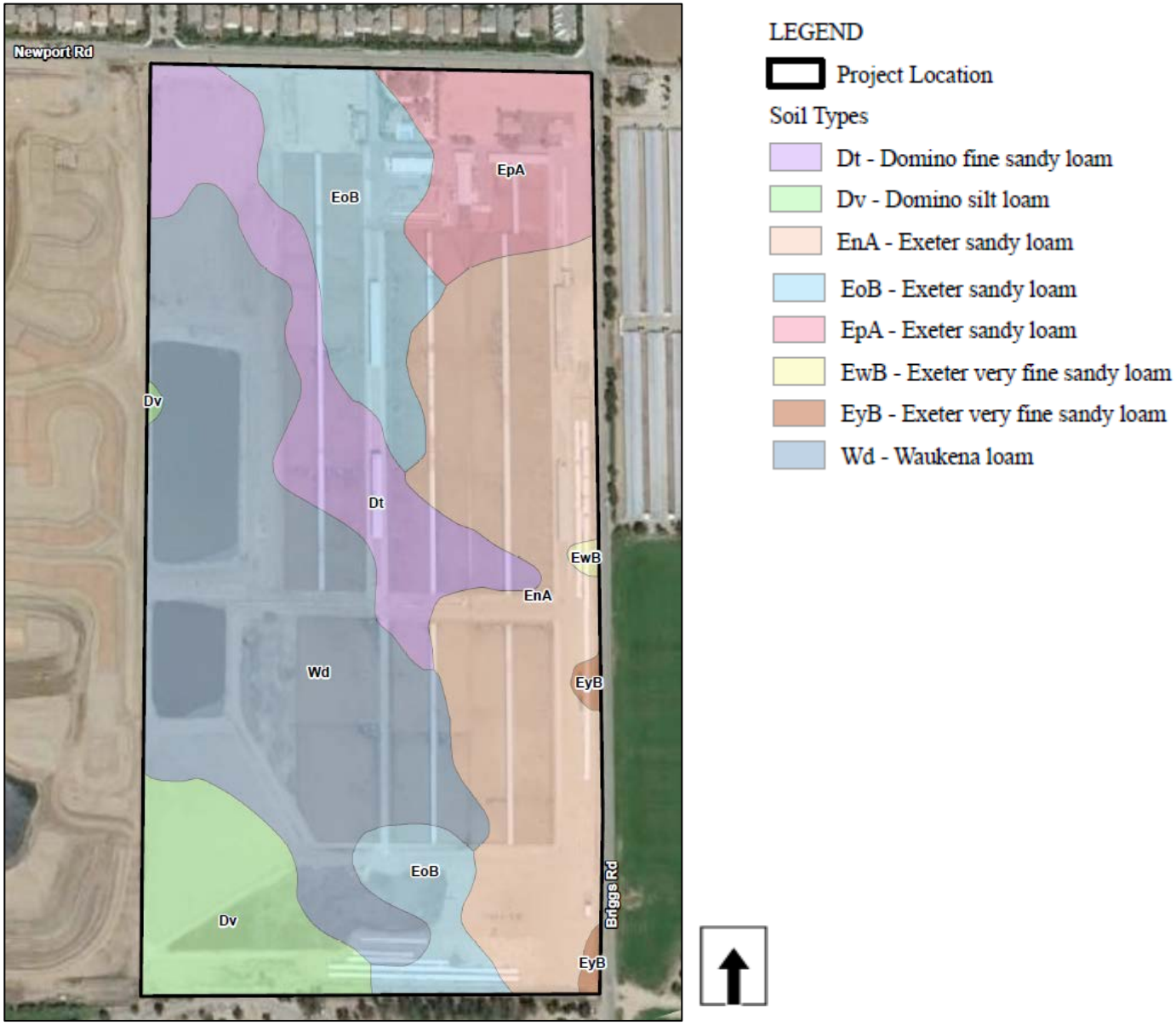
Source: City of Menifee Zoning Map

Figure 20
MSHCP Survey Area



Source: MSHCP Consistency Analysis and Habitat Assessment, prepared by LSA, April 2016

Figure 21
Soils Map



Source: MSHCP Consistency Analysis and Habitat Assessment, prepared by LSA, April 2016

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
- ☒ Geology/Soils
- ☒ Greenhouse Gas Emissions
- ☒ Hazards & Hazardous Materials
- ☒ Hydrology/Water Quality
- ☒ Land Use/Planning
- ☐ Mineral Resources
- ☒ Noise
- ☒ Population and Housing
- ☒ Public Services
- ☒ Recreation
- ☒ Transportation/Traffic
- ☒ Tribal Cultural Resources
- ☒ Utilities and Service Systems
- ☒ Mandatory Findings of Significance

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

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

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

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

The environmental factors checked below (x) would be potentially affected by this Project, involving at least one impact that is a "**No Impact**" by the Project to this issue area as indicated by the checklist on the following pages.

- ☒ Aesthetics
- ☒ Agriculture Resources
- ☐ Air Quality
- ☒ Biological Resources
- ☒ Cultural Resources
- ☒ Geology/Soils
- ☐ Greenhouse Gas Emissions
- ☒ Hazards & Hazardous Materials
- ☐ Hydrology/Water Quality
- ☒ Land Use/Planning
- ☒ Mineral Resources
- ☒ Noise
- ☒ Population and Housing
- ☐ Public Services
- ☐ Recreation
- ☒ Transportation/Traffic
- ☐ Tribal Cultural Resources
- ☐ Utilities and Service Systems
- ☐ 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 8-29-17
Date

Ryan Fowler, Senior Planner
Printed Name

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

Source(s): City of Menifee General Plan (*General Plan*); City of Menifee General Plan Environmental Impact (*GPEIR*); Report *Map My County,* (**Appendix A**); **Figure 17, *Aerial Photo***; *MSHCP Consistency Analysis and Habitat Assessment*, prepared by LSA Associates, Inc., April 2016 (*MSHCP Consistency Analysis*, **Appendix C1**); and *Cultural Resources Assessment Report for the Rockport Ranch Project Menifee, California*, prepared by Laguna Mountain Environmental, Inc., June 2017, revised July 2017 (*CRA*, **Appendix D1**).

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

Potentially 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.

The Project site is situated at the southwest corner of Briggs Road and Old Newport Road in the City of Menifee. Historically, a commercial dairy was located on the site. Operation of the dairy ceased in 2014 and the buildings and infrastructure associated with the dairy have since started to be removed. Four homes associated with the dairy are situated at the northern end of the site, along Old Newport Road.

In September 2017, the remaining foundations of the dairy processing facilities were demolished. Concrete was broken down in size (based on geotechnical recommendations) and was placed as engineered fill into two of the three deep existing settling basins located in the southwesterly region of the Project site. In all, approximately 490,000 square feet of 6" thick concrete slab (9,075 cubic yards) was broken down in size.

The Project site is bordered on the north by single-family homes, on the south by a recreational vehicle campground/park, on the west by a partially developed tract of single-family homes, and on the east by a poultry farm and agricultural fields. **Table 3, *Surrounding Land Uses***, above, in the Project Description, lists the different uses that are located immediately adjacent to the proposed Project site. Reference **Figure 18, *General Plan Land Use Plan Designations***, and **Figure 19, *Zoning Classifications***.

The proposed Project will change the visual character of the Project site by adding structures and landscaping. More specifically, upon Project completion, the proposed Project will consist of 305 single-family residential lots, with 20.1-acres of trails, open space, and recreation, and 21.18-acres of roads.

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.

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?*

No Impact

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.

The Project site is bordered on the north by single-family homes, on the south by a recreational vehicle campground/park, on the west by a partially developed tract of single-family homes, and on the east by a poultry farm and agricultural fields.

The Project site is highly disturbed due to past land use practices related to a commercial dairy. Operation of the dairy on the Project site ceased in 2014, and the buildings and infrastructure associated with the dairy have since started to be removed. Four homes associated with the dairy are situated at the northern end of the Project site, along Old Newport Road. Ornamental trees and landscaping are found at the northeastern corner of the site related to the residential homes. In September 2017, the remaining foundations of the dairy processing facilities were demolished.

There are no scenic trees or rock outcroppings resources on the Project site. 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 mitigation is required.

No additional analysis will be required in the EIR.

c) *Would the Project substantially degrade the existing visual character or quality of the site and its surroundings?*

Potentially Significant Impact

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 Project site is bordered on the north by single-family homes, on the south by a recreational vehicle campground/park, on the west by a partially developed tract of single-family homes, and on the east by a poultry farm and agricultural fields.

The Project site is highly disturbed due to past land use practices related to a commercial dairy. Operation of the dairy on the Project site ceased in 2014, and the buildings and infrastructure associated with the dairy have since started to be removed.

Upon Project completion, the proposed Project will consist of 305 single-family residential lots, with 20.1-acres of trails, open space, and recreation, and 21.18-acres of roads.

The proposed Project will change the visual character of the Project site by adding structures and landscaping. The Project site has a current General Plan Land Use designation of Agriculture (AG), and the Project is proposing a General Plan Land Use designation of Specific Plan (SP) to allow for development of the above-mentioned uses. The proposed uses were not anticipated or analyzed in the *GPEIR*.

Therefore, in order to ensure a comprehensive discussion as to whether the Project would substantially degrade the existing visual character or quality of the site and its surroundings, this issue will be analyzed in the EIR.

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

Less Than Significant Impact

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. Lighting associated with the Project would not be directed towards the single-family homes on the north, the recreational vehicle campground/park on the south, the undeveloped parcel graded for single-family homes on the west, or the poultry farm and agricultural fields on the east.

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.

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). Lighting proposed by the Project complies 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 mitigation is required.

No additional analysis will be required in the EIR.

2. AGRICULTURE AND FORESTRY RESOURCES.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	**X**			
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	**X**			
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**
d) Result in the loss of forest land or conversion of forest land to non-forest use?				**X**
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**			

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, Title 9 (Zoning), Article XIV, A-2 Zone (Heavy Agriculture).

a) Would the Project 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?

Potentially Significant Impact

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;
- Prime Farmland;
- Farmland of Statewide Importance; and
- Urban-Built Up Land.

In addition, the current General Plan Land Use designation on the Project site is of Agriculture (AG). The proposed General Plan Land Use designation is Specific Plan (SP). The Project is proposing to change the zoning classification on the Project site from Heavy Agriculture (A-2-10) to Specific Plan (SP). The proposed non-agricultural General Plan Land Use designation and zoning classification were not anticipated or analyzed in the *GPEIR*.

Upon Project completion, the proposed Project will consist of 305 single-family residential lots, with 20.1-acres of trails, open space, and recreation, and 21.18-acres of roads. Suburban, residential development on this site has the potential to create conflicts with the existing, adjacent agricultural uses; particularly the Ramona Egg Ranch located to the east of the Project site, across Briggs Road. There may be pressure to convert this adjacent, existing agricultural use to a non-agricultural use primarily due to the odors emanating from the Ramona Egg Ranch.

Therefore, a comprehensive analysis pertaining to Project conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), to non-agricultural use, will be provided in the EIR.

b) Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?

Potentially Significant Impact

No Williamson Act contracts are active for the proposed Project site. Therefore, the Project will not conflict with a Williamson Act contract.

The current zoning classification on the Project site is Heavy Agriculture (A-2-10), which would allow heavy agricultural uses, including, but not limited to, nurseries, crops, grazing, processing and packaging, dairy farms, farms, menageries, etc.

The Project site has a current General Plan Land Use designation of Agriculture (AG), and the Project is proposing a General Plan Land Use designation of Specific Plan (SP). The Project is proposing a zoning classification of Specific Plan (SP). The proposed General Plan Amendment and Change of Zone were not anticipated or analyzed in the *GPEIR*.

A comprehensive analysis pertaining to Project conflicts with existing zoning for agricultural use will be provided in the EIR.

c) Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined in Public Resources Code

section 4526), or timberland zoned Timberland Production (as defined in Government Code section 51104(g))?

No Impact

Public Resources Code Section 12220(g) identifies forest land as *land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.* The Project site and surrounding properties are not currently being managed or used for forest land as identified in Public Resources Code Section 12220(g).

The Project site is highly disturbed due to past land use practices related to a commercial dairy. Operation of the dairy on the Project site ceased in 2014, and the buildings and infrastructure associated with the dairy have since started to be removed. Four homes associated with the dairy are situated at the northern end of the Project site, along Old Newport Road. Ornamental trees and landscaping are found at the northeastern corner of the site related to the residential homes. In September 2017, the remaining foundations of the dairy processing facilities were demolished.

Therefore, development of the Project will have no impact to any timberland zoning. No additional analysis will be required in the EIR.

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

No Impact

The Project site is highly disturbed due to past land use practices related to a commercial dairy. Operation of the dairy on the Project site ceased in 2014, and the buildings and infrastructure associated with the dairy have since started to be removed. Four homes associated with the dairy are situated at the northern end of the Project site, along Old Newport Road. Ornamental trees and landscaping are found at the northeastern corner of the site related to the residential homes. In September 2017, the remaining foundations of the dairy processing facilities were demolished.

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 impact will occur.

No additional analysis will be required in the EIR.

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

Potentially Significant Impact

As discussed in Threshold 2.a, above, the Project will convert both the General Plan Land Use designation and zoning classification from agricultural to non-agricultural uses. Suburban, residential development on this site has the potential to create conflicts with the existing, adjacent agricultural uses, particularly the Ramona Egg Ranch located to the east of the Project site, across Briggs Road. There may be pressure to convert this adjacent, existing agricultural

use to a non-agricultural use primarily due to the odors emanating from the Ramona Egg Ranch.

This may result in other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use. To ensure a comprehensive discussion as to whether the Project will involve other changes in the existing environment which could result in conversion of Farmland to non-agricultural use, this issue will be analyzed in the EIR.

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.

3. AIR QUALITY.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	X			
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	X			
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	X			
d) Expose sensitive receptors to substantial pollutant concentrations?	X			
e) Create objectionable odors affecting a substantial number of people?	X			

Source(s): *Air Quality and Greenhouse Gas Analysis for the Rockport Ranch Project, Menifee, California,* prepared by RECON Environmental, Inc., December 6, 2016, revised March 13, 2017 (*AQ/GHG Analysis*, **Appendix B**).

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

Potentially Significant Impact

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).

The Project site has a current General Plan Land Use designation of Agriculture (AG), and is proposing a General Plan Land Use designation of Specific Plan (SP). The Project is proposing to change the zoning classification on the Project site from Heavy Agriculture (A-2-10) to Specific Plan (SP). The proposed non-agricultural General Plan Land Use designation and zoning classification were not anticipated or analyzed in the *GPEIR*.

Upon Project completion, the proposed Project will consist of 305 single-family residential lots, with 20.1-acres of trails, open space, and recreation, and 21.18-acres of roads.

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.

b) *Would the Project violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

Potentially Significant Impact

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 site has a current General Plan Land Use designation of Agriculture (AG), and is proposing a General Plan Land Use designation of Specific Plan (SP). The Project is proposing to change the zoning classification on the Project site from Heavy Agriculture (A-2-10) to Specific Plan (SP).

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. Upon Project completion, the proposed Project will consist of 305 single-family residential lots, with 20.1-acres of trails, open space, and recreation, and 21.18-acres of roads.

Therefore, in order to ensure a comprehensive discussion as to whether the Project would violate any air quality standard or contribute substantially to an existing or projected air quality violation (based on these changes), this issue will be analyzed in the EIR.

c) *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 (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?*

Potentially Significant Impact

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.

As stated in Threshold 3.b, above, 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**.

The Project site has a current General Plan Land Use designation of Agriculture (AG), and is proposing a General Plan Land Use designation of Specific Plan (SP). The Project is proposing to change the zoning classification on the Project site from Heavy Agriculture (A-2-10) to Specific Plan (SP). Upon Project completion, the proposed Project will consist of 305 single-family residential lots, with 20.1-acres of trails, open space, and recreation, and 21.18-acres of roads.

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.

d) Would the Project expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact

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 sensitive receptors nearest the Project site include single-family residences to the north (Tierra Shores Residential Complex, approximately 90 feet north of the Project site boundary) and west (Camelia and Mariposa at the Lakes Residential Complex, approximately 70 feet west of the Project site boundary), and mobile homes to the south (Wilderness Lakes RV Resort, there are several mobile homes within a few feet of the southern Project site boundary).

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.

e) Would the Project create objectionable odors affecting a substantial number of people?

Potentially Significant Impact

According to the CEQA Air Quality Handbook, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills.

The Project site has a current General Plan Land Use designation of Agriculture (AG), and is proposing a General Plan Land Use designation of Specific Plan (SP). The Project is proposing to change the zoning classification on the Project site from Heavy Agriculture (A-2-10) to Specific Plan (SP). Upon Project completion, the proposed Project will consist of 305 single-family residential lots, with 20.1-acres of trails, open space, and recreation, and 21.18-acres of roads. This change will result in a beneficial effect as the dairy use/Agricultural zoning will be phased out, and residential uses, compatible with the existing and proposed development pattern in the area will be implemented.

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. Therefore, the diesel exhaust odors are not anticipated to result in significant impacts.

Potential odor sources associated with the operation of the Project are anticipated to be those that would be typical of any residential development. Residential developments typically do not result in odor impacts. Any impacts, at most would be considered less than significant. No mitigation is required.

Suburban, residential development on this site has the potential to create conflicts with the existing, adjacent agricultural uses, particularly the Ramona Egg Ranch located to the east of the Project site, across Briggs Road. There may be pressure to convert this adjacent, existing agricultural use to a non-agricultural use primarily due to the odors emanating from the Ramona Egg Ranch.

Therefore, to ensure a comprehensive discussion as to whether the Project would create objectionable odors affecting a substantial number of people, this issue will be analyzed in the EIR.

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

Source(s): *MSHCP Consistency Analysis and Habitat Assessment*, prepared by LSA Associates, Inc., April 2016 (*MSHCP Consistency Analysis*, **Appendix C1**); *Burrowing Owl Survey for the Rockport Ranch Project Site, City of Menifee*, prepared by LSA Associates, Inc., April 2016 (*BUOW Survey*, **Appendix C2**); Section 9.86.110 of the Menifee Municipal Code (Tree Preservation Regulations).

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

Less Than Significant Impact with Mitigation Incorporated

The Project site is highly disturbed due to past land use practices related to a commercial dairy. As a result of the disturbance caused by the historic land use practices and the current activity to remove the dairy infrastructure from the site, the vegetation on the Project site is sparse, ruderal, and is not considered sensitive in nature. The dominant vegetation present on site consists almost solely of patches of newly emergent cheeseweed (*Malva parviflora*) and Malabar sprangletop (*Leptochloa fusca*). Ornamental trees and landscaping are found at the northeastern corner of the site related to the residential homes. A complete list of plant species observed on the site is included as Appendix A of the *MSHCP Consistency Analysis*.

Wildlife common to suburban areas was observed using the site. Some species observed include burrowing owl (*Athene cunicularia*), red-tailed hawk (*Buteo jamaicensis*), common raven (*Corvus corax*), and gull (*Larus sp.*). A complete list of wildlife species observed on the site is included as Appendix A of the *MSHCP Consistency Analysis*.

Burrowing owls (BUOW) and their nests and eggs are protected from "take" (meaning destruction, pursuit possession, etc.) under the Migratory Bird Treaty Act (MBTA) of 1918 and under Sections 3503, 3503.5, and 3800 of the California Fish and Game Code. Activities that cause destruction of active nests, or that cause nest abandonment and subsequent death of eggs or young, may constitute violations of one or both of these laws.

During the January 2016 burrow survey, a single burrowing owl and burrow with burrowing owl signs (in the form of whitewash and pellets) was observed along the northwest edge of the site, on the bank of a detention basin (reference Figures 2 and 3 of the BUOW Survey in Appendix C2). However, during the March and April 2016 burrowing owl surveys, no burrowing owls, active burrows, or new signs of burrowing owls were observed. Some whitewash remained on the previously active burrow location, but by the final survey, the burrow was being utilized by a California ground squirrel and the whitewash was no longer visible. No other burrowing owls or features potentially occupied by burrowing owls were detected during the survey.

Although the burrowing owl was no longer present on site during the burrowing owl portion of the survey, suitable habitat is present and the site could eventually be reoccupied. The potential reoccupation of the suitable habitat would represent a significant impact. Implementation of **Mitigation Measure MM-BIO-1** will ensure that potential impacts to burrowing owls are reduced to less than significant levels by requiring that a preconstruction survey for burrowing owl is prepared no more than 30 days prior to ground disturbance, in accordance with MSHCP survey requirements. The Project site is not within any other MSHCP survey areas, within a criteria cell, or within or near any MSHCP Special Linkage areas. The site does not contain vernal pools or riparian habitat. The Project will not conflict with the provisions of the MSHCP with implementation of **Mitigation Measure MM-BIO-1**.

However, with incorporation of **Mitigation Measure MM-BIO-1** the Project would not 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 (CDFW) or U.S. Fish and Wildlife Service, this issue will be not be further analyzed in the EIR.

b) Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?

No Impact

Suitable riparian/riverine habitats for the species listed under 'Purpose' in Volume 1, Section 6.1.2 of the MSHCP are not present on the Project site. Other kinds of seasonal aquatic features that could provide suitable habitats for endangered and threatened species of fairy shrimp are not present on the Project site.

Perennial or seasonal aquatic features that could be classified as federally protected wetlands as defined by Section 404 of the Clean Water Act are also not present on the site (i.e., intermittent or perennial streams, open waters, swamps, marshes, bogs, fens, vernal pools or swales, vernal pool-like ephemeral ponds, etc.). The Project has no relationship to existing wetland regulations.

Therefore, implementation of the Project will not 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 U. S. Fish and Wildlife Service. No impacts are anticipated. No mitigation is required.

No additional analysis will be required in the EIR.

c) *Would the Project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

No Impact

The U.S. Army Corps of Engineers (USACE), under Section 404 of the Federal Clean Water Act (CWA), regulates discharges of dredged or fill material into "waters of the United States." These waters include wetlands and non-wetland bodies of water that meet specific criteria, including a connection to interstate or foreign commerce. This connection may be direct (through a tributary system linking a stream channel with traditional navigable waters used in interstate or foreign commerce) or it may be indirect (through a connection identified in USACE regulations). The USACE typically regulates as non-wetland waters of the U.S. any body of water displaying an "ordinary high water mark" or OHWM. In order to be considered a jurisdictional wetland under Section 404, an area must possess hydrophytic vegetation, hydric soils, and wetland hydrology.

The CDFW, under Sections 1600 et seq. of the California Fish and Game Code, regulates alterations to lakes, rivers, and streams. A stream is defined by the presence of a channel bed and banks, and at least an occasional flow of water. The CDFW also regulates habitat associated with the streambed, such as wetland, riparian shrub, and woodlands.

The Regional Water Quality Control Board (RWQCB) is responsible for the administration of Section 401 of the CWA, through water quality certification of any activity that may result in a discharge to jurisdictional waters of the U.S. The RWQCB may also regulate discharges to "waters of the State," including wetlands, under the California Porter-Cologne Water Quality Control Act.

No potential jurisdictional waters were identified on the proposed Project site. Thus, the Project is not subject to the regulatory authority of the USACE under Section 404 of the CWA, the RWQCB under Section 401 of the CWA, or the CDFW under Sections 1600 et seq. of the

California Fish and Game Code.

Therefore, implementation of the Project will not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the CWA (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. No impacts are anticipated. No mitigation is required.

No additional analysis will be required in the EIR.

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

Less than Significant Impact with Mitigation Incorporated

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.

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

No Impact

The proposed Project will include planting of trees throughout the site: along streets, along paseos, around Project lakes, 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 A of the *MSHCP Consistency Analysis*. 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. There will be no impact and no additional analysis will be required in the EIR.

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

Potentially Significant Impact

The proposed Project is located within the SC/MVAP of the MSHCP, but is not located within a Criteria Area or adjacent to a Criteria Area or Conservation Area.

Section 6.0 of the MSHCP, the MSHCP Implementation Structure, imposes all other terms of the MSHCP, including but not limited to the protection of species associated with riparian/riverine areas and vernal pools, narrow endemic plant species, urban/wildlands interface guidelines, and additional survey needs and procedures, set forth in the following Sections of the MSHCP:

- 6.1.1: Property Owner Initiated Habitat Evaluation and Acquisition Negotiation Strategy;
- 6.1.2: Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools;
- 6.1.3: Protection of Narrow Endemic Plant Species;
- 6.1.4: Guidelines Pertaining to the Urban/Wildlands Interface;
- 6.3.2: Additional Survey Needs and Procedures; and
- 6.4: Fuels Management.

To ensure a comprehensive discussion as to whether the Project would conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, this issue will be analyzed in the EIR.

<u>Mitigation Measures</u>

MM-BIO-1: 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.

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.

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

Source(s): *Cultural Resources Assessment Report for the Rockport Ranch Project Menifee, California*, prepared by Laguna Mountain Environmental, Inc., June 2017, revised July 2017 (*CRA*, **Appendix D1**); *Map My County,* (**Appendix A**); *Native American Consultation Request for General Plan Amendment No. 2016-287, Specific Plan No. 2016-286, Change of Zone No. 2016-288, and Tract Map No. 2016-285*, (SB 18) prepared by City of Menifee, February 2017 (**Appendix D2**); *AB 52 Formal Notification*, prepared by City of Menifee, January 2017 (**Appendix D3**); *SB 18 Tribal Responses*, January – March 2017 (**Appendix D4**); *AB 52 Tribal Responses*, January – March 2017 (**Appendix D5**); and County Geologist.

a) Would the Project cause a substantial adverse change in the significance of a historical resource as defined in §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 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.

The location of the historic-age structure, plotted on a 1901 topographic map, was paved and covered with a thin layer of fill. This historic-age structure was recently removed as part of the demolition of remaining foundations of the dairy processing facilities. Concrete was broken down in size (based on geotechnical recommendations) and was placed as engineered fill into two of the three deep existing settling basins located in the southwesterly region of the Project site. Therefore, no known historically or culturally significant resources, structures, buildings, or objects are located on the Project site.

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 mitigation is required.

No additional analysis will be required in the EIR.

b) *Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

Less Than Significant Impact with Mitigation Incorporated

No cultural resources were observed within the Project area. The Project location was generally level and nearby hillside border ecotone (defined as a place where ecologies are in tension or where two communities meet and integrate) environments probably served as a more attractive location for prehistoric occupation than the Project area. Native soil had very few rock inclusions. Base fill material appears to have been imported and placed under many of the dairy structures on the site.

Past soil disturbance was present in many areas providing some indication of subsurface soil conditions. Significant excavations on the western side of the property for agricultural waste ponds provided subsurface profiles of the alluvial soils. The potential for impacts to buried prehistoric cultural resources is low, based on an absence of cultural material in subsurface cuts observed during the survey. No evidence of prehistoric or historic cultural material was observed within the Project location.

During consultation with local Native American tribes, the Pechanga Band of Luiseño Indians submitted a letter requesting notification once the entitlement process begins, copies of all reports, plans and environmental documents, the right to make additional comments, and to be

notified in cases of discovery of cultural resources. The Soboba Tribe determined that they would not require any additional testing/surveying of the Project site. They did not request to monitor the site during grading activities. Because the Project site has experienced severe ground disturbances in the past, any buried archaeological resources would have already been uncovered or destroyed. However, in the unlikely event that archeological materials are uncovered during ground-disturbing activities, Mitigation Measures **MM-CUL-1** through **MM-CUL-4** 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. **MM-CUL-1** requires that a qualified archaeologist conduct an archaeological sensitivity training for construction personnel. **MM-CUL-2** requires that all ground-disturbing activities be halted or diverted away from the find and that a buffer of at least 50 feet be established around the find until an appropriate treatment plan is coordinated. This will satisfy the Soboba Tribe per their request during consultation. **MM-CUL-3** requires that a qualified archaeological monitor be present during all construction excavations into non-fill sediments. **MM-CUL-4** requires that the archaeological monitor prepare a final report at the conclusion of archaeological monitoring. With implementation of **MM-CUL-1** through **MM-CUL-4**, impacts will be less than significant.

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). Impacts to buried cultural resources will be less than significant with mitigation incorporated.

No additional analysis will be required in the EIR.

c) *Would the Project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*

Less Than Significant Impact with Mitigation Incorporated

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. Mitigation Measures **MM-CUL-5** through **MM-CUL-8** are 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. **MM-CUL-5** requires that a paleontological sensitivity training for construction personnel be conducted before commencement of excavation activities. **MM-CUL-6** requires that a qualified paleontologist conduct periodic paleontological spot checks to determine if excavations have extended into older Pleistocene alluvial deposits as well as the presence of a paleontological monitor during all excavations into the local geologic formation or

into older Pleistocene alluvial deposits. **MM-CUL-7** requires that ground-disturbing activities be halted or diverted away from the vicinity and that a buffer of at least 50 feet be established if paleontological materials are encountered until an appropriate treatment plan is coordinated. **MM-CUL-8** requires that a professional paleontologist prepare a report summarizing the results of the monitoring efforts, methodology used, and the description of fossils collected and their significance. With implementation of **MM-CUL-5** through **MM-CUL-8**, impacts to paleontological resources will be less than significant. Upon implementation of **MM-CUL-5** through **MM-CUL-8**, 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.

d) *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 dairy 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

SC-CUL-1 Cease Ground-Disturbing Activities and Notify County Coroner If Human Remains Are Encountered. If human remains are unearthed during construction, the Applicant must comply with Health and Safety Code Section 7050.5. The Applicant must immediately notify the County Coroner and no further disturbance can occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code § 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then identify the person(s) thought to be the Most Likely Descendent (MLD). After the MLD has inspected the remains and the site, it has 48 hours to recommend to the landowner the treatment and/or disposal, with appropriate dignity, the human remains and any associated funerary objects. Upon the reburial of the human remains, the MLD must file a record of the reburial with the NAHC and the Project archaeologist shall file a record of the reburial with the CHRIS-SCCIC. If the NAHC is unable to identify a MLD, or the MLD identified fails to make a recommendation, or the landowner rejects the recommendation of the MLD and the mediation provided for in Public Resources Code § 5097.94(k), if invoked, fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative must inter the human remains and items associated with Native American human remains with appropriate dignity on the property in a location not subject to further and future subsurface disturbance.

Mitigation Measures

MM-CUL-1 Conduct Paleontological Sensitivity Conduct Archaeological Sensitivity Training for Construction Personnel. The Applicant must retain a qualified professional archaeologist, approved by the Community Development Director, or designee, who meets U.S. Secretary of the Interior's Professional Qualifications and Standards, to conduct an Archaeological Sensitivity Training for construction personnel before commencing excavation activities. The training session must be carried out by a cultural resources professional with expertise in archaeology, who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards. The training session will include a handout and will focus on how to identify archaeological resources that may be encountered during earthmoving activities and the procedures to be followed in such an event, the duties of archaeological monitors, and, the general steps a qualified professional archaeologist would follow in conducting a salvage investigation if one is necessary.

MM-CUL-2 Cease Ground-Disturbing Activities and Implement Treatment Plan if Archaeological Resources Are Encountered. In the event that archaeological resources are unearthed during ground-disturbing activities, ground-disturbing activities must be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 50 feet must be established around the find where construction activities cannot be allowed to continue until a qualified archaeologist examines the newly discovered artifact(s) and evaluates the area of the find. Work may be allowed to continue outside of the buffer area.

All archaeological resources unearthed by Project construction activities must be evaluated by a qualified professional archaeologist, who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards and is approved by the Community Development Director, or designee. Should the newly discovered artifacts be determined to be prehistoric, Native American Tribes/Individuals must be contacted and consulted and Native American construction monitoring should be initiated. The Applicant must coordinate with the archaeologist to develop an appropriate treatment plan for the resources. The plan may include implementation of archaeological data recovery excavations to address treatment of the resource along with subsequent laboratory processing and analysis.

MM-CUL-3 Monitor Construction Excavations for Archeological Resources in Younger Alluvial Sediments. The Applicant must retain a qualified archaeological monitor, who will work under the direction and guidance of a qualified professional archaeologist, who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards and is approved by the Community Development Director, or designee. The archaeological monitor must be present during all construction excavations (e.g., grading, trenching, or clearing/grubbing) into non-fill younger Pleistocene alluvial sediments. Multiple earth-moving construction activities may require multiple archaeological monitors. The frequency of monitoring will be based on the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (native versus artificial fill soils), and the depth of excavation, and if found, the abundance and type of archaeological resources encountered. Full-time monitoring can be reduced to part-time inspections if determined adequate by the Project archaeologist.

MM-CUL-4 Prepare Report Upon Completion of Monitoring Services. The archaeological monitor, under the direction of a qualified professional archaeologist who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards, and is approved by the Community Development Director, or designee, must prepare a final report at the conclusion of archaeological monitoring. The report must be submitted to the Applicant, the Eastern Information Center (EIC) at the University of California Riverside (UCR), the City, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures. The report must include a description of resources unearthed, if any, evaluation of the resources with respect to the California Register and CEQA, and treatment of the resources.

MM-CUL-5 Conduct Paleontological Sensitivity Training for Construction Personnel. The Applicant must retain a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology and is approved by the Community Development Director, or designee. That paleontologist must conduct a Paleontological Sensitivity Training for construction personnel before commencement of excavation activities. The training will include a handout and will focus on how to identify paleontological resources that may be encountered during earthmoving activities, and the procedures to be followed in such an event; the duties of paleontological monitors; notification and other procedures to follow upon discovery of resources; and, the general steps a qualified

professional paleontologist would follow in conducting a salvage investigation if one is necessary.

MM-CUL-6 Conduct Periodic Paleontological Spot Checks during grading and earth-moving activities. The Applicant must retain a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology and is approved by the Community Development Director, or designee. The paleontologist must conduct periodic Paleontological Spot Checks beginning at depths below four feet to determine if construction excavations have extended into the local geologic formation or into older Pleistocene alluvial deposits. After the initial Paleontological Spot Check, further periodic checks will be conducted at the discretion of the qualified paleontologist. If the qualified paleontologist determines that construction excavations have extended into the local geologic formation or into older Pleistocene alluvial deposits, construction monitoring for Paleontological Resources will be required. The Applicant must retain a qualified paleontological monitor, who will work under the guidance and direction of a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology and is approved by the Community Development Director, or designee. The paleontological monitor must be present during all construction excavations (e.g., grading, trenching, or clearing/grubbing) into the local geologic formation or into older Pleistocene alluvial deposits. Multiple earth-moving construction activities may require multiple paleontological monitors. The frequency of monitoring will be based on the rate of excavation and grading activities, proximity to known paleontological resources and/or unique geological features, the materials being excavated (native versus artificial fill soils), and the depth of excavation, and if found, the abundance and type of paleontological resources and/or unique geological features encountered. Full-time monitoring can be reduced to part-time inspections if determined adequate by the qualified professional paleontologist.

MM-CUL-7 Cease Ground-Disturbing Activities and Implement Treatment Plan if Paleontological Resources Are Encountered. In the event that paleontological resources and or unique geological features are unearthed during ground-disturbing activities, ground-disturbing activities must be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 50 feet shall be established around the find where construction activities will not be allowed to continue until appropriate paleontological treatment plan has been approved by the Community Development Director, or designee. Work may be allowed to continue outside of the buffer area. The Applicant must coordinate with a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology and is approved by the Community Development Director, or designee, to develop an appropriate treatment plan for the resources. Treatment may include implementation of paleontological salvage excavations to remove the resource along with subsequent laboratory processing and analysis or preservation in place. At the paleontologist's discretion and to reduce construction delay, the grading and excavation contractor must assist in removing rock samples for initial processing.

MM-CUL-8 Prepare Report Upon Completion of Monitoring Services. Upon completion of the above activities, the professional paleontologist must prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology

used in these efforts, as well as a description of the fossils collected and their significance. The report must be submitted to the Applicant, the Director of Community and Economic Development, or designee, the Natural History Museums of Los Angeles County, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures.

6. GEOLOGY AND SOILS.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
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			
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property?			X	
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

Source(s): *Map My County,* (**Appendix A**)**;** *Geotechnical Evaluation for Proposed Single-Family Residential Development 29875 Newport Road Menifee, Riverside County, California*, prepared by GEOTEK, Inc., March 2016 (*Geo Evaluation*, **Appendix E1**); *Soil Sample Analysis Results*, prepared by Waypoint Analytical, February 2016 (*SSAR*, **Appendix E2**); and **Figure 6-1, *Surrounding Topography***.

a.i) Would the Project 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?

Less Than Significant Impact

Although the Project site is located in seismically active Southern California, the site is not located within an Alquist-Priolo Earthquake Fault Zone. The nearest active fault is the San Jacinto Fault, which is located approximately six (6) miles east of the Project site.

Upon Project completion, the proposed Project will consist of 305 single-family residential lots, with 20.1-acres of trails, open space, and recreation, and 21.18-acres of roads.

Based on this information, the Project would not 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. Impacts associated with rupture of a fault are considered less than significant. No additional analysis will be required in the EIR.

a.ii) Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

Less Than Significant Impact

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.

Upon Project completion, the proposed Project will consist of 305 single-family residential lots, with 20.1-acres of trails, open space, and recreation, and 21.18-acres of roads.

Any proposed buildings are subject to the seismic design criteria of the California Building Code (CBC). 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. Adherence to these requirements will reduce the potential of building collapse during an earthquake, thereby minimizing injury and loss of life. Although structures may be damaged during earthquakes, adherence to seismic design requirements will minimize damage to property within the structure, because the structure is designed not to collapse.

Based on this information, the Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. Impacts related to ground shaking are considered less than significant. No additional analysis will be required in the EIR.

a.iii) Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Less Than Significant Impact

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.

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 90 feet) and the underlying dense nature of the subsurface soils.

Therefore, the Project would not expose people or structures to 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.

a.iv) Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

No Impact

The topography of the Project site is flat and the elevation is approximately 1,440 feet above mean sea level. Evidence of ancient landslides or slope instabilities at this site was not observed as part of the *Geo Evaluation*. According to **Figure 6-1, *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 just beyond one-quarter mile to northeast of the Project site. The Ramona Egg Ranch is situated between this slope and the Project site and would absorb the majority of any landslides from this slope. The potential for landslides is considered negligible both on-site or off-site. No impacts are anticipated. No additional analysis will be required in the EIR.

b) Would the Project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact

Topsoil is used to cover surface areas for the establishment and maintenance of vegetation due to its high concentrations of organic matter and microorganisms. The 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), 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 and the National Pollution Discharge Elimination System (NPDES), such as silt fencing, fiber rolls, or sandbags. Following Project construction, the site will be covered completely by paving, structures, and landscaping. Impacts related to soil erosion will be less than significant with implementation of existing regulations. No mitigation is required.

No additional analysis will be required in the EIR.

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

Potentially Significant Impact

Impacts related to liquefaction and landslides are discussed in Thresholds 6.a.iii, and 6.a.iv, above. Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. The downslope movement is due to gravity and earthquake shaking combined. Such movement can occur on slope gradients of as little as one degree. Lateral spreading typically damages pipelines, utilities, bridges, and structures.

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.

In order to ensure a comprehensive discussion as to whether the Project would 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, this issue will be analyzed in the EIR.

d) *Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property?*

Less Than Significant Impact

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 will classify as having a “very low” to “low” expansion potential ($20 \leq EI < 50$) in accordance with ASTM D 4829. The Project’s will be required to comply with CBC design considerations and recommendations in the *Geo Evaluation*. This is a standard condition, and is not considered unique mitigation under CEQA. Any impacts are considered less than significant.

No additional analysis will be required in the EIR.

e) *Would the Project 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?*

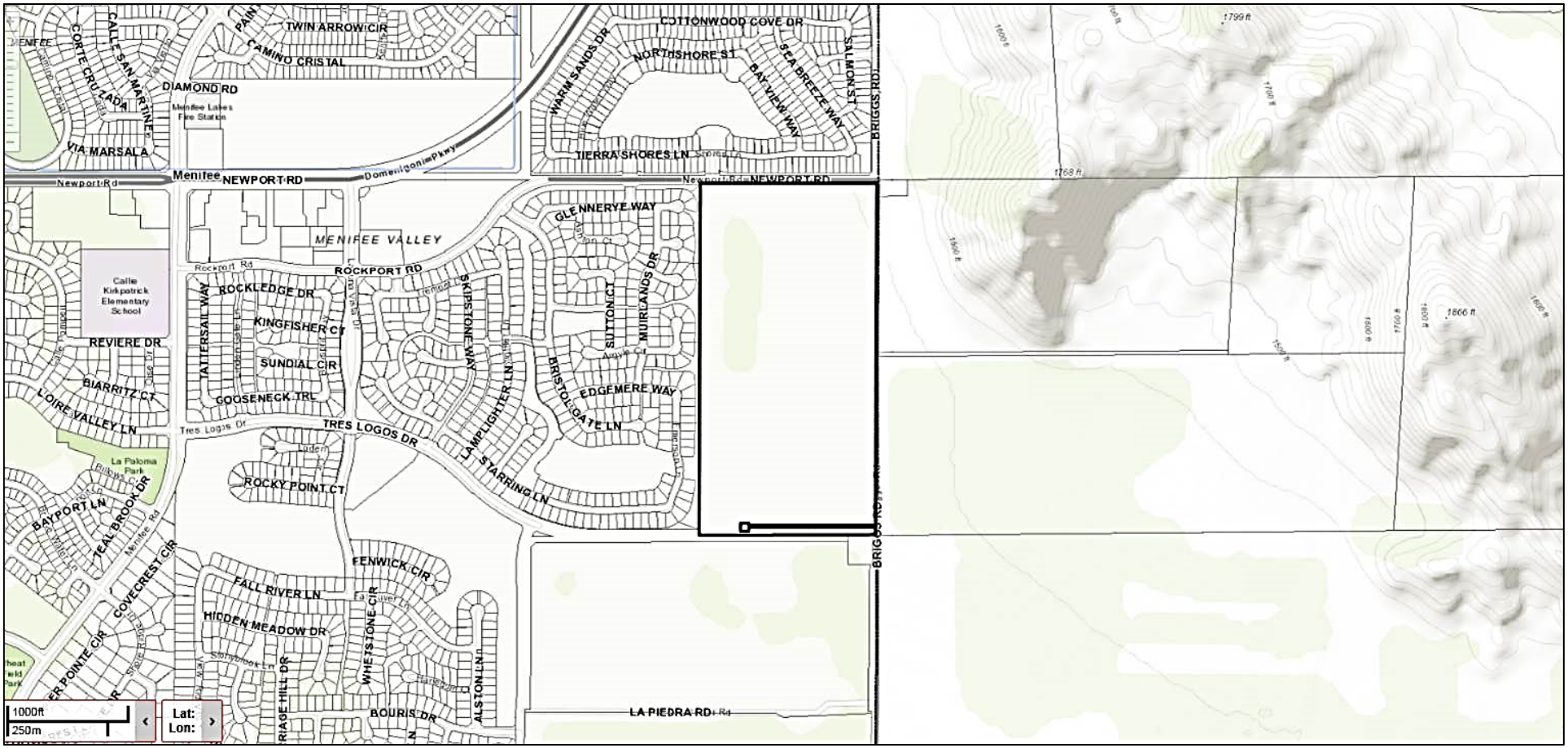
No Impact

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.

GEOLOGY AND SOILS FIGURE

Figure 6-1
Surrounding Topography



Source: Map My County http://mmc.rivcoit.org/MMC_Public/Viewer.html?Viewer=MMC_Public, accessed August 2017

7. GREENHOUSE GAS EMISSIONS.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	X			
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	X			

Source(s): *Air Quality and Greenhouse Gas Analysis for the Rockport Ranch Project, Menifee, California,* prepared by RECON Environmental, Inc., December 6, 2016, revised March 13, 2017 (*AQ/GHG Analysis*, **Appendix B**).

a) *Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

Potentially Significant Impact

GHG emissions for the Project were analyzed in the *AQ/GHG Analysis* 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 consist of 305 single-family residential lots, with 20.1-acres of trails, open space, and recreation, and 21.18-acres of roads. This 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.

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?*

Potentially Significant Impact

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 consist of 305 single-family residential lots, with 20.1-acres of trails, open space, and recreation, and 21.18-acres of roads. This 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.

8. HAZARDS AND HAZARDOUS MATERIALS.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
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			
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
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
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?	X			
f) For a project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

Source(s): *GPEIR (Section 5.8 – Hazards and Hazardous Materials); Phase I Environmental Site Assessment 29875 Newport Road Menifee, Riverside County, California 92584*, prepared by GEOTEK, Inc., February 2016 (*Phase I ESA*, **Appendix F1**); *Methane Related Services for the Former Abacherli Dairy Site, City of Menifee, Riverside County, California*, prepared by Carlin Environmental Consulting, Inc., February 2016 (*MRS*, **Appendix F2**); *Limited Sampling and Laboratory Testing 3-21-17*, prepared by GEOTEK, Inc., March 21, 2017 (**Appendix F3:**); Menifee Union School District

website; Perris Union High School District website; Google Maps; **Figure 8-1, *Geotracker***; **Figure 8-2, *Envirostor*;** and *Map My County,* **(Appendix A)**.

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

Less Than Significant Impact

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 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 use.

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 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 single-family homes 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.

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?*

Potentially Significant Impact

The *Phase I ESA* conducted for the Project site did not revealed evidence of a recognized environmental conditions or concerns in connection with the subject site. Due to the apparent age of the structures on-site, federal regulations require an asbestos containing materials (ACM) and lead based paint (LBP) survey must be performed on the existing site structures when the structures are not occupied and prior to demolition.

Because of the prior dairy use on the site, the potential exists for methane to be present on-site. For a typical dairy operation, there is variable organic material beneath the surface due to the

significant quantities of manure and urine produced by the livestock. Approximately 85% of the site was utilized for previous livestock activities and will require evaluation and/or mitigation for methane.

To ensure a comprehensive discussion as to whether the Project would 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, this issue will be analyzed in the EIR.

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?*

No Impact

The following are the closest existing school to the Project site:

- Southshore Elementary School: located approximately 0.47 miles southwest of the Project site;
- Callie Kirkpatrick Elementary School: located approximately 0.73 miles west of the Project site;
- Freedom Crest Elementary School: located approximately 1.06 miles south-southwest of the Project site;
- Bell Mountain Middle School: located approximately 1.13 miles south-southwest of the Project site; and
- Mt. San Jacinto College: located approximately 1.29 miles south-southwest of the Project site.

There are no existing schools located within one-quarter mile of the Project site. The Project site is located within the Southshore Elementary School boundary and the Bell Mountain Middle School boundary. 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 3.6 miles due north 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 1.9 miles south-southwest 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.

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?*

No Impact

The proposed Project is not located on a site listed on the state Cortese List, a compilation of various sites throughout the state that have been compromised due to soil or groundwater contamination from past uses.

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 8-1, *Geotracker***; and **Figure 8-2, *Envirostor***.

No impacts are anticipated. No additional analysis will be required in the EIR.

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

Potentially Significant Impact

The Project site is located in a compatibility zone (Zone E) for the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. Approximately 65% of the Project site is located at the southerly limits of Zone E. The runway for March Air Reserve Base/Inland Port Airport is located approximately 13 miles to the 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 6.8 miles to the northwest of the Project site. No impacts are anticipated.

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.

f) *For a project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area?*

No Impact

There are no private airstrips within two miles of the Project site. The closest private airstrip, Pines Private Airfield, is located approximately 2.8 miles to the southeast of the Project site. No impact will occur.

No additional analysis will be required in the EIR.

g) *Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Less Than Significant Impact

The proposed Project will replace semi-vacant land (4 homes are located on the northern portion of the Project site) with single-family residential development. Primary and secondary access to the Project site will be provided via driveways off of Briggs Road, Old Newport Road and Tres Lagos Road (once constructed).

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). 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.

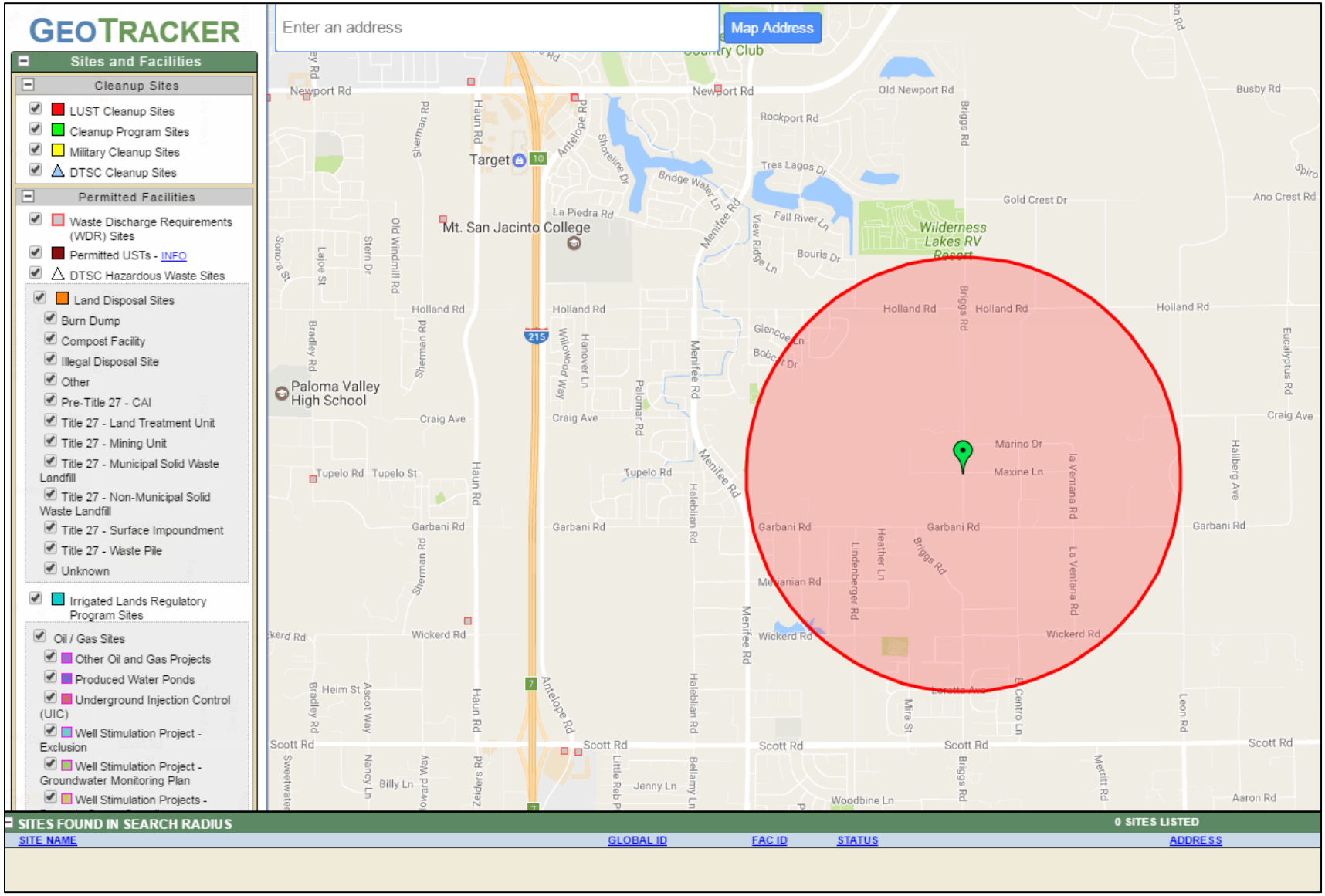
h) *Would the Project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

No Impact

The proposed Project site is not located within a fire hazard zone. There are no wildland conditions in the suburbanized area where the Project site is located. No impact will occur. No additional analysis will be required in the EIR.

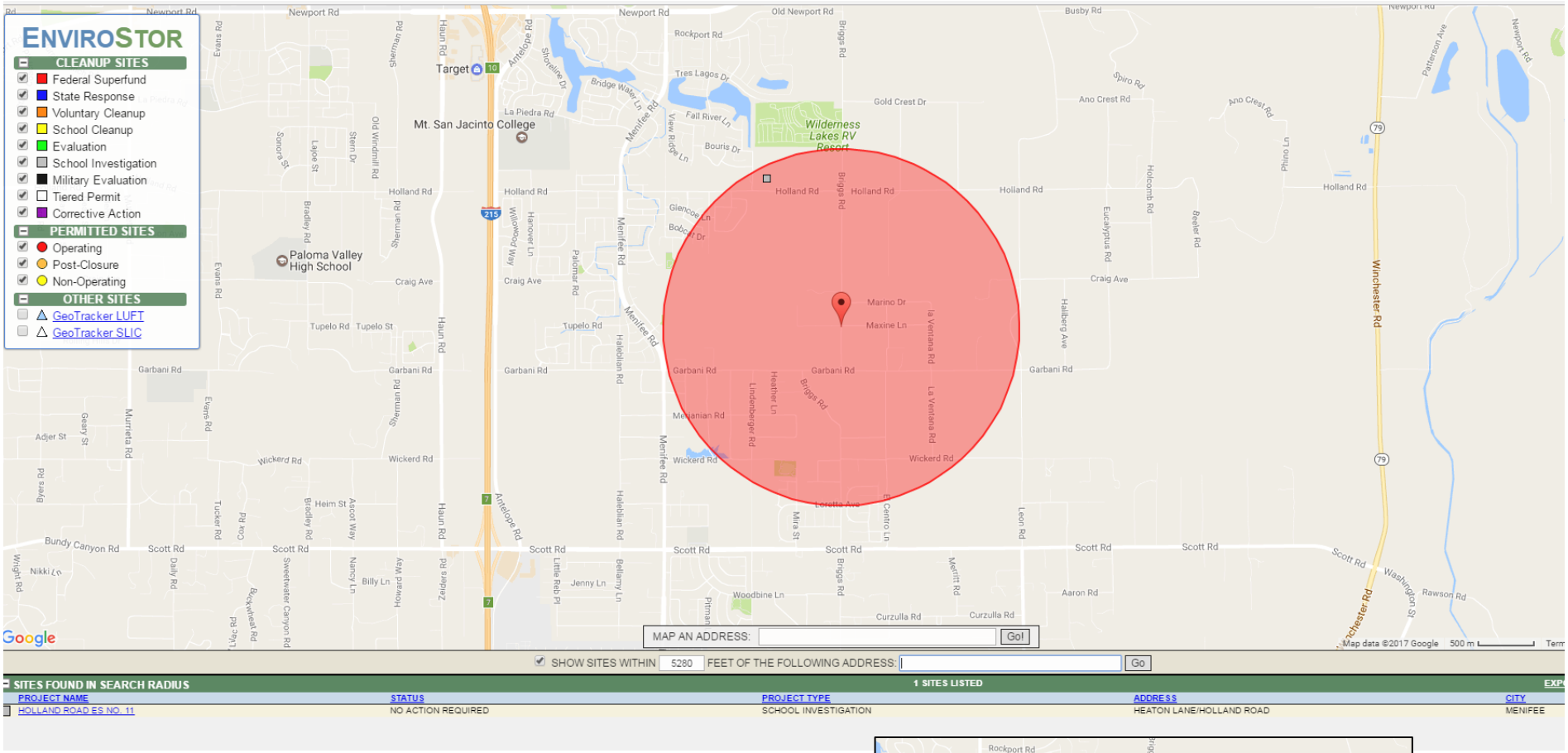
HAZARDS AND HAZARDOUS MATERIALS FIGURES

Figure 8-1
GEOTRACKER

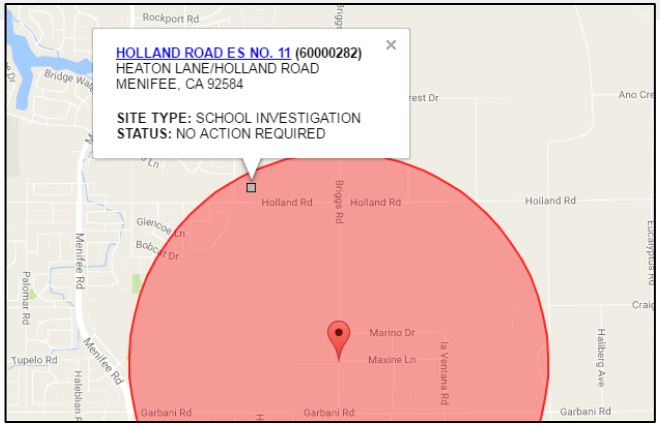


Source: https://geotracker.waterboards.ca.gov/ accessed 2017

Figure 8-2
ENVIROSTOR



Source: https://www.envirostor.dtsc.ca.gov/public/ accessed 2017



9. HYDROLOGY AND WATER QUALITY.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a) Violate any water quality standards or waste discharge requirements?	X			
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	X			
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	X			
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	X			
f) Otherwise substantially degrade water quality?	X			
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	X			
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	X			
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	
j) Inundation by seiche or mudflow?	X			

Source(s): *GPEIR (Chapter 5.9 – Hydrology and Water Quality); Map My County*, **(Appendix A)**; *Project Specific Water Quality Management Plan, Rockport Ranch,* prepared by Excel Engineering, December 8, 2016, revised August 3, 2017 (*WQMP*, **Appendix G1**);

Hydraulic / Hydrology Study for Rockport Ranch Development, prepared by Excel Engineering, December 8, 2016, revised July 26, 2017 (*HHS*, **Appendix G2**); *Geotechnical Evaluation for Proposed Single-Family Residential Development 29875 Newport Road Menifee, Riverside County, California*, prepared by GEOTEK, Inc., March 2016 (*Geo Evaluation*, **Appendix E1**); **Figure 9-1, *FEMA FIRM Map Panel 2070***; and **Figure 6, *Specific Plan Land Use Plan***.

a) Would the Project violate any water quality standards or waste discharge requirements?

Potentially Significant Impact

A project normally would have an impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Water Code Section 13050, or that cause regulatory standards to be violated as defined in the applicable National Pollutant Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for a receiving water body. For the purpose of this specific issue, a significant impact could occur if the Project would discharge water that does not meet the quality standards of the agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts could also occur if the Project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include preparation of a Water Quality Management Plan (WQMP) to reduce potential post-construction water quality impacts.

<u>Construction Impacts</u>

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.

<u>Operational Impacts</u>

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. Impacts will be less than significant with implementation of existing regulations.

To ensure a comprehensive discussion as to whether the Project would violate any water quality standards or waste discharge requirements, this issue will be analyzed in the EIR.

b) Would the Project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of

the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Less Than Significant Impact

If the Project removes an existing groundwater recharge area or substantially reduces runoff that results in groundwater recharge such that existing wells will no longer be able to operate, a potentially significant impact could occur. 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 90 feet below ground surface (bgs). Project-related grading will not reach these depths and no disturbance of groundwater is anticipated. The proposed single-family residential 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.

c) *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, in a manner which would result in substantial erosion or siltation on- or off-site?*

Potentially Significant Impact

Potentially significant impacts to the existing drainage pattern of the site or area could occur if development of the Project results in substantial on- or off-site erosion or siltation. 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. Additionally, several basins, approximately 5 feet to 20 feet in depth, are located in the western and southwestern portions of the site and collect storm water. No streams cross the Project site.

To ensure a comprehensive discussion as to whether the Project would substantially alter the existing drainage pattern of the site or area, in a manner which would result in substantial erosion or siltation on- or off-site, this issue will be analyzed in the EIR.

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

Potentially Significant Impact

Consistent with the discussion in Threshold 9.c, 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. No streams or rivers cross the Project site.

To ensure a comprehensive discussion as to whether the Project would substantially alter the existing drainage pattern of the site or area in a manner which would result in substantial increase in the rate or amount of surface runoff, this issue will be analyzed in the EIR.

e) *Would the Project 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?*

Potentially Significant Impact

Consistent with the discussion in Thresholds 9.a, and 9.c, above, potentially significant impacts could occur if development of the project results in runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

To ensure a comprehensive discussion as to whether the Project 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.

f) *Would the Project otherwise substantially degrade water quality?*

Potentially Significant Impact

Consistent with the discussion in Thresholds 9.a, 9.c, and 9.d, above, potentially significant impacts could occur if development of the Project would otherwise substantially degrade water quality.

To ensure a comprehensive discussion as to whether the Project would otherwise substantially degrade water quality, this issue will be analyzed in the EIR.

g) *Would the Project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

Potentially Significant Impact

According to **Figure 9-1, *FEMA FIRM Map Panel 2070***, the proposed Project site is located in an area subject to inundation by the 1-percent-annual-chance flood event. In order to ensure a comprehensive discussion as to whether the Project would place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, this issue will be analyzed in the EIR.

h) *Would the Project place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

Potentially Significant Impact

According to **Figure 9-1, *FEMA FIRM Map Panel 2070***, the proposed Project site is located in an area subject to inundation by the 1-percent-annual-chance flood event. To ensure a comprehensive discussion as to whether the Project would place within a 100-year flood hazard area structures which would impede or redirect flood flows, this issue will be analyzed in the EIR.

i) Would the Project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less Than Significant Impact

Parts of the City of Menifee are within existing dam inundation areas for three dams at Diamond Valley Lake, two dams at Canyon Lake, and one at Lake Perris Reservoir. Diamond Valley Lake is located approximately 4 miles east of the Project site, Canyon Lake is located approximately 5.5 miles west of the Project site, and the Perris Reservoir is located approximately 11 miles north 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.

No additional analysis will be required in the EIR.

j) Would the Project be subject to inundation by seiche or mudflow?

Potentially Significant Impact

There are several lakes in the City of Menifee in vicinity of the Project. These are:

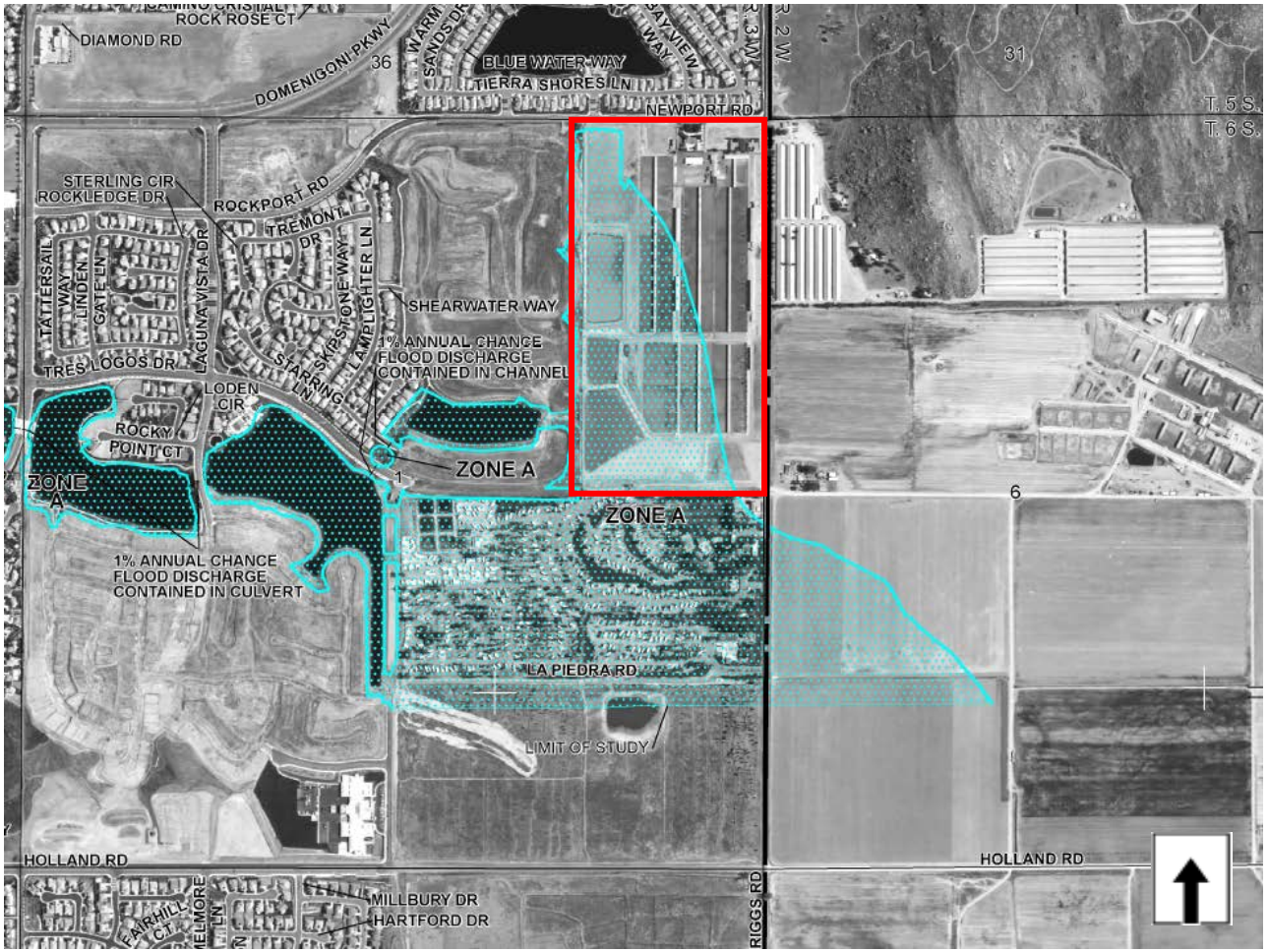
- Menifee Lakes Country Club (northwest of the proposed Project site);
- Menifee Lakes development (west of the Project site);
- The lake associated with the tract immediately west of the Project site; and
- The lake associated with the Tierra Shores Development immediately north of the Project site.

There is no possibility of a seiche from these lakes affecting the Project site given the Project's location of these lakes being 0.76 miles, 0.28 miles, 300 feet and 300 from the Project site, at their closest points. As noted in Section 6.a.iv, the Project site has not been identified as being in an area susceptible to landslides, thus the potential for mudflow is relatively low, because the Project does not lie in a landslide hazard zone and no natural rivers or streams are located in the Project vicinity. The Project site is not subject to tsunami due to its elevation and distance (over 40 miles) from the ocean. No impact will occur.

The Project is proposing a lake on the central and southerly portions of the Project site. The potential for seiche from this water body due to the occurrence of a seismic event will be analyzed in the EIR.

HYDROLOGY AND WATER QUALITY FIGURE

Figure 9-1
FEMA FIRM Map Panel 2070



LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A	No Base Flood Elevations determined.
ZONE AE	Base Flood Elevations determined.
ZONE AH	Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
ZONE AO	Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
ZONE AR	Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
ZONE A99	Areas to be protected from 1% annual chance flood event by a Federal flood protection system under construction; no Base Flood Elevations determined.
ZONE V	Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
ZONE VE	Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X	Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X	Areas determined to be outside the 0.2% annual chance floodplain.
ZONE D	Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

Source: http://msc.fema.gov/portal accessed 2017

SITE

10. LAND USE AND PLANNING.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	X			
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	X			

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 4, *Change of Zone***, **Figure 18**, ***General Plan Land Designation***; **Figure 19**, ***Zoning Classification***; and City of Menifee General Plan website.

a) Would the Project physically divide an established community?

No Impact

The Project site and surrounding area is a mixture between residential, specific plan, agricultural, recreational, and vacant land uses. The proposed Project is consistent and compatible with the surrounding land uses in terms of height, massing, intensity of development, and nature of development and 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. No impacts are anticipated. No additional analysis will be required in the EIR.

b) Would the Project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact

The proposed Project would result in the development of 305 single-family residential lots. At 3.02 persons per household, per US Census American Community Survey (ACS) 5-year Estimates, it is anticipated that the Project would result in a direct population increase of approximately 921 persons at Project buildout.

The current General Plan Land Use designation on the Project site is Agriculture (AG). The proposed General Plan Land Use designation is Specific Plan (SP). The Project is proposing to change the zoning classification on the Project site from Heavy Agriculture (A-2-10) to Specific Plan (SP). The proposed non-agricultural General Plan Land Use designation and zoning classification were not anticipated or analyzed in the *GPEIR*.

To ensure a comprehensive discussion as to whether the Project would conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect, this issue will be analyzed in the EIR.

c) *Would the Project conflict with any applicable habitat conservation plan or natural community conservation plan?*

Potentially Significant Impact

The proposed Project is located within the SC/MVAP of the MSHCP, but is not located within a Criteria Area or adjacent to a Criteria Area or Conservation Area.

Section 6.0 of the MSHCP, the MSHCP Implementation Structure, imposes all other terms of the MSHCP, including but not limited to the protection of species associated with riparian/riverine areas and vernal pools, narrow endemic plant species, urban/wildlands interface guidelines, and additional survey needs and procedures set forth in the following Sections of the MSHCP:

- 6.1.1: Property Owner Initiated Habitat Evaluation and Acquisition Negotiation Strategy;
- 6.1.2: Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools;
- 6.1.3: Protection of Narrow Endemic Plant Species;
- 6.1.4: Guidelines Pertaining to the Urban/Wildlands Interface;
- 6.3.2: Additional Survey Needs and Procedures; and
- 6.4: Fuels Management.

To ensure a comprehensive discussion as to whether the Project would conflict with any applicable habitat conservation plan or natural community conservation plan, this issue will be analyzed in the EIR.

11. MINERAL RESOURCES.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
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

Source(s): *GPEIR*, Section 5.11 (Mineral Resources); and *Map My County*, (**Appendix A**).

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

No Impact

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 additional analysis will be required in the EIR.

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

No Impact

Please reference the discussion in Threshold 11.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 additional analysis will be required in the EIR.

12. NOISE.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	X			
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	X			
c) A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?	X			
d) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?	X			
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?				X

Source(s): **Table 3, *Surrounding Land Uses***; *GPEIR (Section 5.13 - Noise)*; *Noise Analysis for the Rockport Ranch Project, Menifee, California,* prepared by RECON Environmental, Inc., June 2017 (*Noise Analysis*, **Appendix H**); **Figure 17, *Aerial Photo***.; *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.

a) Would the Project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact

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.

<u>Construction Noise</u>

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.

<u>On-Site Operational Noise</u>

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."

<u>Exterior Noise</u>

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. The standards typically apply to private yards of single-family homes.

It is expected that the primary source of noise impacts to the Project site will be traffic noise from Briggs Road, Old Newport Road, and Tres Lagos 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.

Upon Project completion, the proposed Project will consist of 305 single-family residential lots, with 20.1-acres of trails, open space, and recreation, and 21.18-acres of roads. This will result in increases in noise producing activities (construction and operations) as well as potential impacts from adjacent noise sources onto the Project.

To ensure a comprehensive discussion as to whether the Project would result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, this issue will be analyzed in the EIR.

b) *Would the Project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

Potentially Significant Impact

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 exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels during construction, this issue will be analyzed in the EIR.

c) *Would the Project result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?*

Potentially Significant Impact

Noise impacts from additional traffic noise from Briggs Road, Old Newport Road, and Tres Lagos Road; background traffic noise impacts from the Project's internal streets, once operable; and operational noise impacts associated with day-to-day use of the proposed residential development are anticipated.

To ensure a comprehensive discussion as to whether the Project would result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project, this issue will be analyzed in the EIR.

d) *Would the Project result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?*

Potentially Significant Impact

Operationally, the Project will result in noise sources typical of residential developments including personal vehicles, landscape equipment and delivery and service vehicles. Periodic noises that may be generated by the proposed parking lots include landscaping maintenance, solid waste disposal, conversations and/or yelling in parking lots, vehicle doors closing, and car alarms. These activities do not represent a substantial increase in periodic noise in the Project vicinity and are common in an urban environment. Periodic operational noise increase will be less than significant.

Temporary Construction Noise

The Project will result in temporary construction-related noise increases during on-site ground disturbing and construction activities. Construction noise levels vary, depending on the type and intensity of construction activity, equipment type and duration of use, and the distance between the noise sources and the receiver.

Ordinance No. 2014-155 (amending Municipal Code Section 9.09, Noise Control Regulations) prohibits the creation of any sound, on any property that causes the interior sound level at a property designated as "Residential" in the general plan to exceed 55 dBA Lmax between the hours of 7:00 AM and 10:00 PM or 40 dBA Lmax between the hours of 10:00 PM and 7:00 AM. However, construction is exempt from Municipal Code Section 8.01.010 standards as long as it

is limited to between the hours of 6:30 AM to 7:00 PM Monday through Saturday, excluding federally recognized holidays. No construction is permitted on Sunday or federally recognized holidays, unless approved by the City Building Official or the City Engineer.

The Project will result in temporary construction-related noise increases during on-site ground disturbing and construction activities. Construction noise levels vary, depending on the type and intensity of construction activity, equipment type and duration of use, and the distance between the noise sources and the receiver.

To ensure a comprehensive discussion as to whether the Project would result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project, this issue will be analyzed in the EIR.

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

No Impact

The Project site is located in a compatibility zone (Zone E) for the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. Approximately 65% of the Project site is located at the southerly limits of Zone E. Reference **Figure 16, *March Air Reserve Base Airport Influence Area***. The runway for March Air Reserve Base/Inland Port Airport is located approximately 13 miles to the 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 6.8 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.

f) *For a project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?*

No Impact

There are also no private airstrips in the Project vicinity; there will be no impacts related to excessive noise near a private airstrip. The closest private airstrip, Pines Private Airfield, is located approximately 2.8 miles to the southeast of the Project site. According to the *GPEIR*, Appendix A, no impacts related to excessive noise from private airstrips would occur. The same conclusions would apply to the proposed Project.

No additional analysis will be required in the EIR.

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

Source(s): *GPEIR (Chapter 5.13 – Population and Housing)*; Project Site Visit – July 31, 2017 by Matthew Fagan; *Map My County*, (**Appendix A**); **Figure 17, *Aerial Photo***.

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

Potentially Significant Impact

The proposed Project would result in the development of 305 single-family residential lots. 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 921 persons at Project buildout.

The current General Plan Land Use designation for the Project site is Agriculture (AG). The proposed General Plan Land Use designation is Specific Plan (SP). The Project is proposing to change the zoning classification for the Project site from Heavy Agriculture (A-2-10) to Specific Plan (SP). The proposed non-agricultural General Plan Land Use designation and zoning classification were not anticipated or analyzed in the *GPEIR*.

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 921 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 2012 RTP/SCS PEIR.

To ensure a comprehensive discussion as to whether the Project would induce substantial population growth in an area, either directly (for example, by proposing new homes and

businesses) or indirectly (for example, through extension of roads or other infrastructure), this issue will be analyzed in the EIR.

b) *Would the Project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

No Impact

There are four (4) existing homes on the Project site. They will be demolished as part of the Project site preparation. Approximately 18 persons (renters) live in those homes. Based on the limited number of houses, the Project will not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. No impacts will occur.

No additional analysis will be required in the EIR.

c) *Would the Project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

No Impact

There are four (4) existing homes on the Project site. They will be demolished as part of the Project site preparation. Approximately 18 persons (renters) live in those homes. Based on the small number of persons, the Project will not displace substantial numbers of existing people, necessitating the construction of replacement housing elsewhere. No impacts will occur.

No additional analysis will be required in the EIR.

14. PUBLIC SERVICES.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	X			
b) Police protection?	X			
c) Schools?	X			
d) Parks?	X			
e) Other public facilities?	X			

Source(s): *GPEIR (Chapter 5.14 – Public Services);* and email correspondence with Sargent Ralph Rico of the with the Riverside County Sheriff's Department on August 28, 2017.

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?*

Potentially Significant Impact

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 current General Plan Land Use designation for the Project site is Agriculture (AG). The proposed General Plan Land Use designation is Specific Plan (SP). The Project is proposing to change the zoning classification for the Project site from Heavy Agriculture (A-2-10) to Specific Plan (SP). The proposed non-agricultural General Plan Land Use designation and zoning classification were not anticipated or analyzed in the *GPEIR*.

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.

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?*

Potentially Significant Impact

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 8.5 miles northwest of the proposed Project site. 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.

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 for the Project site is Agriculture (AG). The proposed General Plan Land Use designation is Specific Plan (SP). The Project is proposing to change the zoning classification for the Project site from Heavy Agriculture (A-2-10) to Specific Plan (SP). The proposed non-agricultural General Plan Land Use designation and zoning classification were not anticipated or analyzed in the *GPEIR*.

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.

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 schools?*

Potentially Significant Impact

The proposed Project is located within the Menifee Union School District and Perris Union High School District. The proposed Project is subject to development fees for school facilities pursuant to Senate Bill (SB) 50.

The current General Plan Land Use designation for the Project site is Agriculture (AG). The proposed General Plan Land Use designation is Specific Plan (SP). The Project is proposing to change the zoning classification for the Project site from Heavy Agriculture (A-2-10) to Specific

Plan (SP). The proposed non-agricultural General Plan Land Use designation and zoning classification were not anticipated or analyzed in the *GPEIR*.

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.

d) *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 parks?*

Potentially Significant Impact

Demand for park and recreational facilities are generally the direct result of residential development. The proposed development includes 305 single-family homes, which would result in a direct population increase of 921 residents. 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 921 residents 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 921 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.

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.

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 other public facilities?*

Potentially Significant Impact

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 development will not significantly increase the demand of such services. The additional 921 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.

15. RECREATION.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	X			
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			

Source(s): *GPEIR (Chapter 5.16 – Recreation)*; and Municipal Code Section 9.55 and 9.56.

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?*

Potentially Significant Impact

Demand for park and recreational facilities are generally the direct result of residential development. The proposed Project includes 305 single-family homes, which would result in a direct population increase of 921 residents. 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 921 residents 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 921 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.

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.

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?

Potentially Significant Impact

Landscaped open space consists of 8.5-acres for the development of paseos, passive landscape areas, and perimeter landscaping. All Project landscaping will be subject to the requirements of the Specific Plan. The Project will also provide 11 combined acres for parks and recreational areas, tot lots, a pool, sidewalks/trails and lakes. The main purpose for the lake is retention/detention; however, passive recreational opportunities (walks, seating) will be provided. Sidewalks and trails are planned for access to all these features. Reference **Figure 8**.

Demand for park and recreational facilities are generally the direct result of residential development. The proposed Project includes 305 single-family homes, which would result in a direct population increase of 921 residents. 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 921 residents generated by the Project were not included in these population numbers.

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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.

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

Source(s): *GPEIR (Chapter 7.17 – Transportation and Traffic)*; **Table 3, *Surrounding Land Uses***; **Figure 18, *General Plan Land Use Designations***; and **Figure 19, *Zoning Classifications***; and **Figure 16-1, *Riverside Transit Agency Route 61 Map***.

a) Would the Project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Potentially Significant Impact

The current General Plan Land Use designation for the Project site is Agriculture (AG). The proposed General Plan Land Use designation is Specific Plan (SP). The Project is proposing to change the zoning classification for the Project site from Heavy Agriculture (A-2-10) to Specific Plan (SP).

The proposed Project includes 305 single-family homes, which would result in a direct population increase of 921 residents. 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 proposed non-agricultural General Plan Land Use designation and zoning classification were not anticipated or analyzed in the *GPEIR*. Therefore, the additional 921 residents generated by the Project were not included in these population numbers. These residents will utilize a variety of modes of transportation including mass transit and non-motorized travel.

To ensure a comprehensive discussion as to whether the Project would conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit, this issue will be analyzed in the EIR.

b) *Would the Project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?*

Potentially Significant Impact

The Congestion Management Program (CMP) in effect in Riverside County was approved by the Riverside County Transportation Commission (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. The proposed Project is located approximately 1.78 miles east of I-215 and approximately 4 miles south of SR-74.

The proposed Project includes 305 single-family homes, which would result in a direct population increase of 921 residents. 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 proposed non-agricultural General Plan Land Use designation and zoning classification were not anticipated or analyzed in the *GPEIR*. Therefore, the additional 921 residents generated by the Project were not included in these population numbers. These residents will utilize a variety of modes of transportation including mass transit and non-motorized travel.

To ensure a comprehensive discussion as to whether the Project would conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways, this issue will be analyzed in the EIR.

c) *Would the Project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

No Impact

The Project site is over 6.8 miles from Perris Valley Airport, the nearest airport, and over 13 miles from March Air Force Base. The Project site is located within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area and outside of the airport influence area of the Perris Valley Airfield. Within Compatibility Zone E, residential development is not restricted. No impact will occur.

No additional analysis will be required in the EIR.

d) *Would the Project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Potentially Significant Impact

The Project site is bordered on the north by single-family homes, on the south by a recreational vehicle campground/park, on the west by a partially developed tract of single-family homes, and on the east by the Ramona Egg Ranch and agricultural fields.

Suburban, residential development on this site has the potential to create conflicts with the existing, adjacent agricultural uses; particularly the Ramona Egg Ranch located to the east of the Project site, across Briggs Road. The Project may increase hazards/incompatibility due to the interface between residential and agricultural uses (e.g. farm equipment).

To ensure a comprehensive discussion as to whether the Project would substantially increase hazards due to incompatible uses (e.g., farm equipment), this issue will be analyzed in the EIR.

e) *Would the Project result in inadequate emergency access?*

No Impact

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). 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.

f) Would the Project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Less Than Significant Impact

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. Field observations conducted on July 31, 2017 indicate nominal pedestrian and bicycle activity within the study area.

According to the City of Menifee Citywide Trails Map, the following bikeways are proposed adjacent to the Project site:

- Briggs Road: Community Trail – Hiking, Biking, and Equestrian;
- Tres Lagos Road: Community On-Street Bike Lanes (Class II); and
- Old Newport 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.

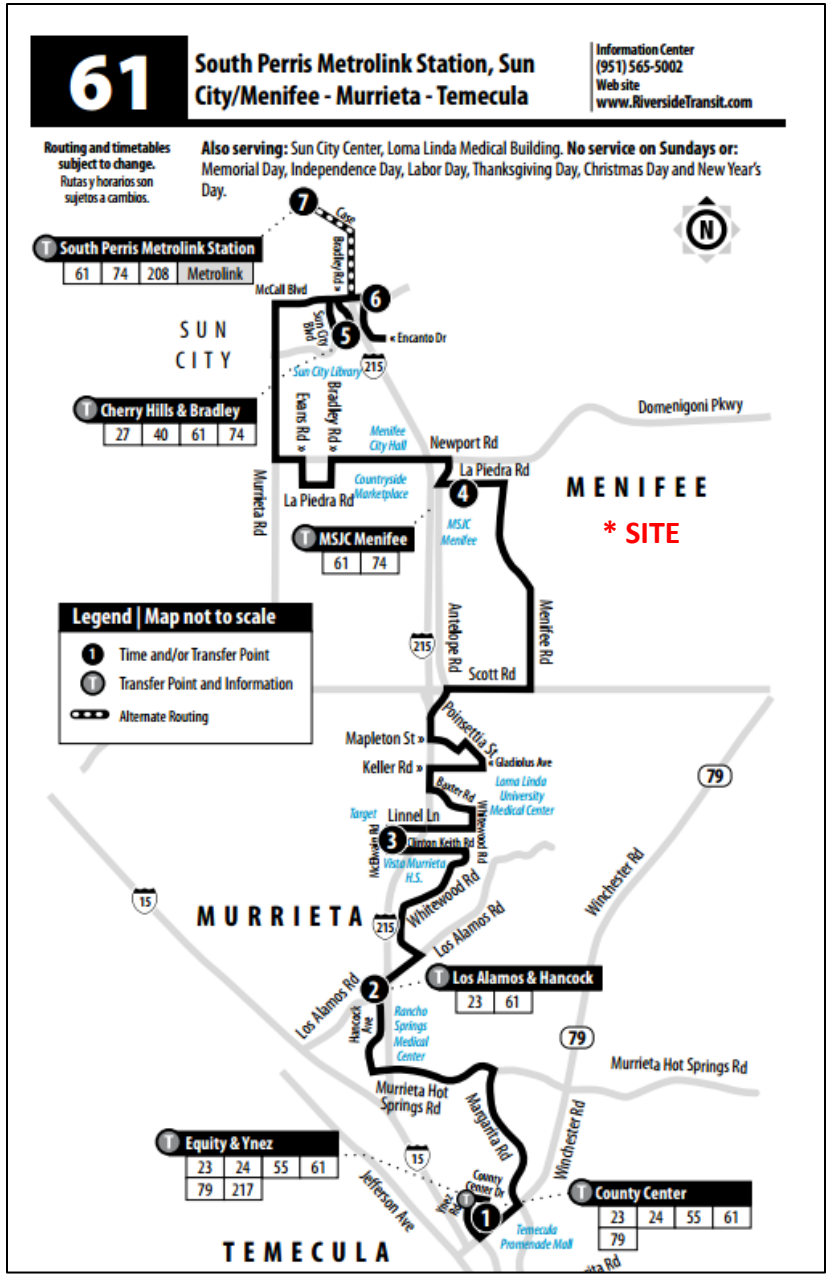
The closest transit route to the Project site is Riverside Transit Agency (RTA) Route 61. RTA Route 61 runs from Temecula to the south Perris Metrolink Station and meanders through the City of Menifee on Scott Road (east of I-215), northerly on Menifee Road to Mt. San Jacinto College. From that point, it proceeds westerly on Newport Road, and then northerly on Murrieta Road on its way to the South Perris Metrolink Station. Route 61, is 1.32 miles westerly from the Project site, at its closet point/transit stop, at Mt. San Jacinto College.

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.

Any impacts will be considered less than significant. No additional analysis will be required in the EIR.

TRANSPORTATION/TRAFFIC FIGURE

Figure 16-1
Riverside Transit Agency Route 61 Map



Source: https://www.riversidetransit.com/ accessed 2017

17. TRIBAL CULTURAL RESOURCES.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in 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) 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**			
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	**X**			

Source(s): *Native American Consultation Request for General Plan Amendment No. 2016-287, Specific Plan No. 2016-286, Change of Zone No. 2016-288, and Tract Map No. 2016-285*, (SB 18) prepared by City of Menifee, February 2017 (**Appendix D2**); *AB 52 Formal Notification*, prepared by City of Menifee, January 2017 (**Appendix D3**); *SB 18 Tribal Responses*, January – March 2017 (**Appendix D4**); and *AB 52 Tribal Responses*, January – March 2017 (**Appendix D5**).

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

Potentially 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 General Plan Amendment, a Change of Zone, and a Specific Plan, 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 January 5, 2017:

- Agua Caliente Band of Cahuilla Indians;
- Pechanga Band of Mission 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 sixteen (16) Tribes on February 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;
- Cahuilla Band of Indians;
- La Jolla Band of Luiseño Indians;
- Los Coyotes Band of Mission Indians;
- Morongo Band of Mission Indians;
- Pala Band of Mission Indians;
- Pauma Band of Luiseño Indians – Pauma & Yuima Reservation;
- Pechanga Band of Mission Indians;
- Ramona Band of Cahuilla Mission Indians;
- Rincon Band of Mission Indians;
- San Luis Rey Band of Mission Indians;
- Santa Rosa Band of Mission Indians;
- Soboba Band of Luiseño Indians; and
- Torres-Martinez Desert Cahuilla Indians.

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 Mission Indians;
- Rincon Band of Mission Indians; and
- Soboba Band of Luiseño Indians.

Only the Pechanga Band of Mission Indians, Agua Caliente Band of Cahuilla 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 three Tribes, this issue will be analyzed in the EIR.

b) *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?*

Potentially Significant Impact

Please reference the discussion in Threshold 17.a, 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.

18. UTILITIES AND SERVICE SYSTEMS.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	X			
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	X			
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	X			
d) Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?	X			
e) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	X			
f) Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X	

Source(s): *GPEIR (Chapter 5.18 – Utilities and Service Systems)*; and El Sobrante Landfill Website and telephone conversation with Waste Management, Inc. employees on August 2, 2017.

a) Would the Project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Potentially Significant Impact

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.

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 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).

The proposed Project would result in the development of 305 single-family residential lots. 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 921 persons at Project buildout.

The current General Plan Land Use designation for the Project site is Agriculture (AG). The proposed General Plan Land Use designation is Specific Plan (SP). The Project is proposing to change the zoning classification for the Project site from Heavy Agriculture (A-2-10) to Specific Plan (SP). The proposed non-agricultural General Plan Land Use designation and zoning classification were not anticipated or analyzed in the *GPEIR*, or in the EMWD wastewater discharges projections.

To ensure a comprehensive discussion as to whether the Project would exceed wastewater treatment requirements of the applicable RWQCB, this issue will be analyzed in the EIR.

b) *Would the Project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Potentially Significant Impact

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.

The proposed Project would result in the development of 305 single-family residential lots. 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 921 persons at Project buildout.

The current General Plan Land Use designation for the Project site is f Agriculture (AG). The proposed General Plan Land Use designation is Specific Plan (SP). The Project is proposing to change the zoning classification for the Project site from Heavy Agriculture (A-2-10) to Specific Plan (SP). The proposed non-agricultural General Plan Land Use designation and zoning classification were not anticipated or analyzed in the *GPEIR*, or in the EMWD water and wastewater usage projections.

To ensure a comprehensive discussion as to whether the Project would require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, this issue will be analyzed in the EIR.

c) *Would the Project 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?*

Potentially Significant Impact

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.

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.

To ensure a comprehensive discussion as to whether the Project would 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, this issue will be analyzed in the EIR.

d) *Would the Project have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?*

Potentially Significant Impact

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.

The proposed Project would result in the development of 305 single-family residential lots. 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 921 persons at Project buildout.

The current General Plan Land Use designation for the Project site is Agriculture (AG). The proposed General Plan Land Use designation is Specific Plan (SP). The Project is proposing to change the zoning classification for the Project site from Heavy Agriculture (A-2-10) to Specific Plan (SP). The proposed non-agricultural General Plan Land Use designation and zoning classification were not anticipated or analyzed in the *GPEIR*, or in the EMWD water usage projections.

To ensure a comprehensive discussion as to whether the Project would have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed, this issue will be analyzed in the EIR.

e) *Would the Project have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?*

Potentially Significant Impact

As detailed in Sections 18.a and 18.b, above.

To ensure a comprehensive discussion as to whether the Project would have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed, this issue will be analyzed in the EIR.

f) *Would the Project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

Less Than Significant Impact

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.

Solid waste generation in Riverside County is evaluated on a per capita generation rate. A residential solid waste generation rate of 13 lbs./residential unit per day was selected to forecast the daily and annual capacity of solid waste generation at full development. 305 single-family residences are proposed.

- Average daily solid waste generation would be about 3,965 pounds per day (1.98 tons).
- Annual average solid waste generation would be about 1,447,225 pounds or about 723.61 tons per year.

Assuming a mandatory 50% recycling rate, daily solid waste generation is forecast to be about 0.99 tons per day for disposal at the El Sobrante Landfill. This is a daily increase of approximately 0.018% on an annual basis. Thus, the proposed Project will incrementally consume some capacity of the existing landfill, but the level of adverse impact is considered less than significant. There is adequate capacity at the El Sobrante Landfill to accommodate the solid waste generated by the proposed Project, and the Project will comply with all laws and regulations in managing solid waste.

There is adequate landfill capacity in the region to accommodate Project-generated waste. Considering the availability of landfill capacity and the relatively nominal amount of solid waste generation from the proposed Project, Project solid waste disposal needs can be adequately met without a significant impact on the capacity of the nearest and optional, more distant, landfills. Therefore, it is not expected that the proposed Project will impact the City's compliance with state-mandated (AB 939) waste diversion requirements. Impacts will be less than significant.

No additional analysis will be required in the EIR.

g) *Would the Project comply with federal, state, and local statutes and regulations related to solid waste?*

Less Than Significant Impact

The proposed Project is required to comply with all applicable federal, state, County, and City statutes and regulations related to solid waste as a standard Project condition of approval. Impacts will be less than significant.

No additional analysis will be required in the EIR.

19. MANDATORY FINDINGS OF SIGNIFICANCE.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	X			
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			
c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	X			

Source(s): Staff review and Project Application Materials.

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

Potentially Significant Impact

In order to ensure a comprehensive discussion as to whether the Project will have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory, this issue will be analyzed in the EIR.

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)?

Potentially Significant Impact

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 18, 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.

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

Potentially Significant Impact

Based on the analysis of the Project's impacts in the responses to items 1 through 18, 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 18 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 18 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).

VII. SOURCES/REFERENCES

City of Menifee General Plan
https://www.cityofmenifee.us/221/General-Plan

City of Menifee General Plan Draft EIR
https://www.cityofmenifee.us/262/Draft-Environmental-Impact-Report

City of Menifee Municipal Code
https://www.cityofmenifee.us/318/Municipal-Code

Sun City/Menifee Valley Area Plan (SC/MVAP)
http://planning.rctlma.org/Portals/0/genplan/general_plan_2016/area_plans/SCMVAP_120815m.pdf?ver=2016-04-01-101025-537

California Building Code (CBC)
https://archive.org/details/gov.ca.bsc.title24.2016.02.1

Uniform Building Code (UBC)
http://digitalassets.lib.berkeley.edu/ubc/UBC_1994_v2.pdf

AB 32
http://www.arb.ca.gov/cc/ab32/ab32.htm

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https://www.opr.ca.gov/s_localandtribalintergovernmentalconsultation.php

CARB Scoping Plan
http://www.arb.ca.gov/cc/scopingplan/document/updatedscopingplan2013.htm

Title 24 building requirements
http://www.bsc.ca.gov/codes.aspx

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http://www.energy.ca.gov/title24/

GEOTRACKER
http://geotracker.waterboards.ca.gov

The Department of Toxic Substances Control's Hazardous Waste and Substances Site List
http://www.envirostor.dtsc.ca.gov

Riverside County Airport Land Use Commission
http://www.rcaluc.org/

Menifee Union School District
http://www.menifeeusd.org/

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http://www.puhsd.org/

Google Maps
https://www.google.com/maps/@33.5076102,-117.1323465,15z

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AQMD draft Final 2016 AQMP (Draft 2016 AQMP)
http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/final-draft-2016-aqmp

SCAG's 2012 Regional Transportation Plan/Sustainable Communities Strategy (2012 RTP)
http://rtpscs.scag.ca.gov/Pages/default.aspx

SCAG's 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP)
http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx

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http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/final-2012-air-quality-management-plan

SCAQMD Rules
http://www.aqmd.gov/home/regulations/rules/scaqmd-rule-book

Clean Water Act
https://www.epa.gov/laws-regulations/summary-clean-water-act

Stephens' Kangaroo Rat Habitat Conservation Plan
http://www.skrplan.org/skr.html

California Code of Regulations
https://govt.westlaw.com/calregs/index?__lrTS=20170303204906242&transitionType=Default&contextData=(sc.Default)

Public Resources Code
http://codes.findlaw.com/ca/public-resources-code/

Statewide Waste Characterization Study
http://www.calrecycle.ca.gov/Publications/Documents/General/2009023.pdf

Federal Emergency Management Agency Flood Insurance Rate Maps
http://msc.fema.gov/portal

March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MAR Comp. Plan)
http://www.rcaluc.org/Portals/0/17%20%20Vol.%201%20March%20Air%20Reserve%20Base%20Final.pdf?ver=2016-08-15-145812-700

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El Sobrante Landfill Website
https://www.wmsolutions.com/locations/details/id/180