

CHAPTER 1 – EXECUTIVE SUMMARY

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

1.1 PROJECT BACKGROUND

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

- Planning Area 11 (PA11) would be realigned along its southern boundary and re-designated from Business Park land uses to Very High Density Residential and would be split into two (2) subareas, 11A and 11B. Subarea 11A has an area of 19.56 acres and is located west of Junipero Road. Subarea 11B has an area of 9.79 acres and is located east of Junipero Road and will include a portion of the existing Southern California Edison (SCE) easement that had not previously been given a specific planning area designation.
- Planning Area 12 (PA12) would be realigned to a newly created area between PA11 and PA13 and re-designated from the current Business Park and Commercial Business Park land use to Commercial / Very High Density Residential land uses. Two (2) subareas are proposed, 12A and 12B. Subarea 12A has an area of 6.14 acres and is located west of Junipero Road. Subarea 12B has an area of 3.06 acres and is located east of Junipero Road and includes a portion of the existing SCE easement that had not previously been given a specific planning area designation.
- Planning Area 13 (PA13) would be realigned along its northern boundary and re-designated from Commercial Business Park to Commercial and would be split into two (2) subareas, 13A and 13B. Subarea 13A has an area of 10.23 acres and is located west of Junipero Road. Subarea 13B has an area of 5.19 acres and is located east of Junipero Road and includes a portion of the existing SCE easement that had not previously been given a specific planning area designation.
- Planning Area 14 (PA14) would retain a Commercial designation but would be reduced in acreage from 11.7 to 9.27 by redistributing areas into Planning Areas 12B and 13B.

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

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

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

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

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

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

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

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

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

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

1.2 INTENDED USE OF THIS ENVIRONMENTAL IMPACT REPORT

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

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

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

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

1.3 PROJECT OBJECTIVES

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

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

1.4 PROJECT APPROVALS

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

1.5 IMPACTS

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

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

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

Aesthetics

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

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

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

Agriculture and Forest Resources

As stated in the Initial Study, the Project will result in a less than significant impact to the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. The Project will not conflict with existing zoning for agricultural use, or a Williamson Act contract.

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

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

Biological Resources

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

With adherence to **Standard Conditions SC-BIO-1**, and incorporation of **Mitigation Measures MM-BIO-1, MM-BIO-2, and MM-BIO-3**, the Project will have a less than significant substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service; will have no significant impacts (including cumulative impacts) as it pertains to effects on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service; will not substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery

sites; or with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state conservation plan.

The Project will have no impact on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means; or any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

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

Energy

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

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

Geology and Soils

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

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

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

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

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

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

Greenhouse Gas Emissions

An individual project such as the proposed Project cannot generate enough greenhouse gas emissions to effect a discernible change in global climate. For example, statewide GHG source emissions totaled about 440.4 MMTCO₂e in 2015. The proposed Project will generate less than annual equivalent emission of 10,736.73 MTCO₂e, or about 0.24% of the 2015 amount.

However, the proposed Project may contribute to global climate change by its incremental contribution of greenhouse gases. With implementation of **Mitigation Measure MM-GHG-1 through Mitigation Measure MM-GHG-7**, emission rates will be below applicable significance thresholds (SCAQMD Tier 4 2020 Target Service Population Threshold of 4.8 MTCO₂e/year/SP). With implementation of these mitigation measures, impacts would be reduced to a less than significant level.

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

Hazards and Hazardous Materials

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

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

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

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

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

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

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

The Project will not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands (see **Standard Condition SC-PS-1** and **Standard Condition SC-PS-2**). No cumulative impacts will occur.

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

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

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

Hydrology and Water Quality

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

Land Use and Planning

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

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

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

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

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

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

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

Mineral Resources

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

Noise

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

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

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

Population and Housing

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

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

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

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

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

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

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

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

Public Services

Fire Protection and Emergency Response Services

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

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

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

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

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

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

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

Police Protection Services

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

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

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

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

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

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

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

Schools

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

Libraries

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

Recreation

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

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

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

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

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

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

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

Transportation

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

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

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

Tribal Cultural Resources

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

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

Cultural Resources

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

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

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

Utilities and Service Systems

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

Cumulative impacts to landfill capacity will be less than significant due to the Project construction debris and operational waste representing a less than substantial cumulative increment with adherence to **Standard Condition SC-USS-4**. Therefore, due to available capacity and implementation of **Standard Condition SC-USS-4**, which provides for recycling on site to reduce Project operational waste, cumulative impacts to the existing landfills resulting from waste generated by Project implementation are considered less than significant.

Lastly, the Project will not require or result in the relocation or construction of new or expanded electric power, natural gas, or telecommunications facilities or expansion of existing facilities, the construction or relocation of which could cause significant environmental effects. No cumulative impacts will result from the Project. Therefore, no significant and unavoidable impacts are

anticipated.

Wildfire

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

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

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

Air Quality

The Project area is designated as an extreme non-attainment area for ozone and a non-attainment area for PM₁₀ and PM_{2.5}.

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

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

Transportation

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

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

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

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

1.6 ALTERNATIVES

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

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

No Project Alternative (NPA)

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

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

Existing Specific Plan Land Use Designation (ESPA)

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

Reduced Project Intensity Alternative (RPIA)

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

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

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

Table 1-1
Tabular Comparison of Project Alternatives

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

1.7 AREAS OF CONTROVERSY

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

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

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

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

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

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

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

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

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Impact After Mitigation
		<p>western portion of PA 12 and northern portion of PA 14, the Project proponent shall install a temporary noise barrier shall be installed along the western portion of PA 12 and northern portion of PA 14 to shield adjacent residential units from the line of sight of the construction activity. Temporary noise barriers shall provide a minimum noise level attenuation of 10.0 dBA when Project construction occurs near existing noise-sensitive structures. The noise control barrier must present a solid face from top to bottom. The noise control barrier must be high enough and long enough to block the view of the noise source. Unnecessary openings shall not be made.</p> <ul style="list-style-type: none"> The noise barriers must be maintained, and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired. The noise control barriers and associated elements shall be completely removed 			
		<p>MM-NOI-6 Noise Control Barrier Materials. The Project applicant shall employ noise control barriers. The designed noise screening will only be accomplished if the barrier's weight is at least 3.5 pounds per square foot of face area without decorative cutouts or line-of-site openings between the shielded areas and the Project site. Noise control barriers may be constructed using one, or any combination of the following materials:</p> <ul style="list-style-type: none"> Masonry block; Stucco veneer over wood framing (or foam core), or 1-inch thick tongue and groove wood of sufficient weight per square foot; Glass (1/4 inch thick), or other transparent material with sufficient weight per square foot; Earthen berm. <p>The noise barrier must present a solid face from top to bottom. Preventable openings or decorative</p>	<p><i>During construction</i></p>	<p><i>Project applicant</i></p>	<p><i>Less than significant</i></p>

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Impact After Mitigation
		cutouts shall not be made. All gaps (except for weep holes) shall be filled with grout or caulking to avoid flanking.			
		<p>MM-NOI-7 Prior to the issuance of a building permit, the Project applicant shall submit a final detailed noise assessment to ensure all City of Menifee noise level standards are met. The residential exterior area of the Project site is forecast to experience exterior traffic noise levels that exceed the City standard of 65 dBA CNEL. Therefore, habitable outdoor areas may require noise barriers. The ultimate height and location of any noise barriers will be determined based upon a final noise analysis. The following criteria shall apply:</p> <ul style="list-style-type: none"> • A "windows closed" condition with upgraded STC rated windows will likely be required for residential units in Planning Area 11 and 12 (East). Per UBC requirements, the project must supply a means of fresh air mechanical ventilation (e.g. air conditioning) for buildings that require the windows closed condition. • For proper acoustical performance, all exterior windows, doors, and sliding glass doors should have a positive seal and leaks/cracks must be kept to a minimum. • All rooftop mounted mechanical equipment and/or HVAC units should be shielded by a parapet wall. Shielding/parapet walls should be at least as high as the equipment. • Noise shielding walls may be required along the southern boundary of Planning Area 11 and 12 (East) to shield noise from adjacent proposed commercial uses. Such noise includes, but is not limited to: delivery/trash truck operations, parking lot noise, HVAC equipment noise, etc. 	Prior to the issuance of a building permit	Project applicant	Less than significant
	b. Would the Project result in exposure of	See <i>Mitigation Measures MM-NOI-1 through MM-NOI-5</i>			Less than significant

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Impact After Mitigation
	persons to or g Generation of excessive groundborne vibration or groundborne noise levels.				
Population and Housing	<i>Not applicable</i>	<i>Mitigation not required</i>	<i>Not applicable</i>	<i>Not applicable</i>	<i>Mitigation not required</i>
Public Services	<p>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?</p> <p>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</p>	<p>MM-PS-1 Should development of the commercial/industrial/business park portion of the Project not be developed prior to the residential component, and if the DIF fees are not sufficient to cover costs of residential demand for public services, the Project developer shall negotiate a method of covering the costs of services to be extended to the site, such as a Public Services fee or payment of an in lieu fee.</p>	<p><i>Prior to the issuance of a building permit</i></p>	<p><i>Project developer</i></p>	<p><i>Less than significant</i></p>

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

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

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

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

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

Table in MM-TR-2:

The calculated Project fair share contributions^{1, 2} are:

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

¹The Project percent growth in traffic represents the project's percent contribution to existing conditions in traffic at an intersection during peak hours for Cumulative Condition.

²Fair share is calculated for intersections and roadways where a significant impact has been identified and the facility/improvement is not covered via the TUMF program.

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