

SUMMARY OF MITIGATION MEASURES

Biological Resources

Impacts related to biological resources were found to be potentially significant and require mitigation to reduce to less than significant levels.

The context for assessing cumulative biological resources impacts to the region is the extent to which Project related construction will contribute to or result on the disturbance of habitat critical to endangered and/or protected species. To protect against significant impacts to burrowing owls the Project will implement **Mitigation Measure MM-BIO-1**, which requires a 30-day preconstruction take avoidance surveys shall be proposed in accordance with MSHCP requirements and any impacts will be reduced to less than significant levels with this mitigation requirement.

To protect against significant impacts to migratory birds, the Project will implement **Mitigation Measure MM-BIO-2**, which requires a nesting bird survey ten days prior to grading permit issuance if grading is to occur during the nesting season (February 15 – August 31). If active bird nests are found, avoidance buffers of 1,000 feet for large birds of prey, 500 feet for small birds of prey, and 250 feet for songbirds, decided by CDFW on a case-by-case basis, will need to be observed and implemented. With the implementation of **Mitigation Measure MM-BIO-2**, impacts to nesting birds will be less than significant. This will eliminate any destruction of critical habitat in the region; therefore, the Project will have no cumulative contribution to regional biological resource impacts.

MM-BIO-1: Pursuant to Objective 6 and Objective 7 of the Species Account for the Burrowing Owl included in the Western Riverside County Multiple Species Habitat Conservation Plan, within 30 days prior to the issuance of a grading permit, a pre-construction presence/absence survey for the burrowing owl shall be conducted by a qualified biologist and the results of this presence/absence survey shall be provided in writing to the Community Development Department. If it is determined that the project site is occupied by the Burrowing Owl, take of "active" nests shall be avoided pursuant to the MSHCP and the Migratory Bird Treaty Act. However, when the Burrowing Owl is present, relocation outside of the nesting season (March 1 through August 31) by a qualified biologist shall be required. The County Biologist shall be consulted to determine appropriate type of relocation (active or passive) and translocation sites. Occupation of this species on the project site may result in the need to revise grading plans so that take of "active" nests is avoided or alternatively, a grading permit may be issued once the species has been actively relocated.

If the grading permit is not obtained within 30 days of the survey a new survey shall be required.

No ground disturbance, including disking, blading, grubbing or any similar activity shall occur within the site until the burrowing owl study is reviewed and approved.

For any ground disturbance activities during the general bird nesting season (February 1-September 15), a survey for nesting birds shall be conducted by a qualified biologist prior to any such activities during the general bird nesting season and the results of the survey shall be provided in writing to the Environmental Programs Department.

MM-BIO-2: If grading is to occur during the nesting season (February 15 – August 31), a nesting bird survey shall be conducted within ten (10) days prior to grading permit issuance. This survey shall be conducted by a qualified biologist holding a Memorandum of Understanding (MOU) with Riverside County. The findings shall be submitted to the City of Menifee Community Development Department for review and approval.

Transportation

Impacts related to transportation were found to be potentially significant and require mitigation to reduce to less than significant levels.

The analysis provided in the IS/MND found that the Project would contribute considerably to traffic impacts. Therefore, **Mitigation Measures MM-TR-1** through **MM-TR-6** are identified to reduce the forecast significant traffic impacts at the impacted study intersections (Intersection 1 (Menifee Road / SR-74) and Intersection 6 (Briggs Road / SR-74), respectively) to a level considered less than significant for Existing Plus Project Conditions.

MM-TR-1 Intersection 1 – Menifee Road / SR-74. Prior to the issuance of certificate of occupancy, the Project applicant shall make a fair share contribution to implement the following:

- a. Widen the northbound Menifee Road approach from one shared through/left-turn lane and one right-turn lane to consist of one left-turn lane, one through lane, and one right-turn lane.
- b. Widen the southbound Menifee Road approach from one shared left-turn/through/right-turn lane to consist of one left-turn lane and one shared through/right- turn lane.
- c. Provide a cycle length of up to 140 seconds.
- d. Implement protected phasing for all approaches of the intersection.
- e. Provide adequate number of receiving lanes for all approaches to serve dual left turns as needed.

MM-TR-2 Intersection 6 – Briggs Road / SR-74. Prior to the issuance of certificate of occupancy, the Project applicant shall make a fair share contribution to implement the following:

- a. Widen the eastbound SR-74 approach from one left-turn lane, two through lanes and one right-turn lane to consist of one left-turn lane, three through lanes and one right-turn lane with right-turn overlap phasing.
- b. Widen the westbound SR-74 approach from one left-turn lane, one through lane and one shared through/right-turn lane to consist of one left-turn lane, three through lanes and one right-turn lane.
- c. Provide a cycle length of up to 140 seconds.
- d. Implement protected phasing for all approaches of the intersection.
- e. Provide the recommended turn lane storage lengths for mitigated conditions per Table 8-1.
- f. Provide adequate number of receiving lanes for all approaches to serve dual left turns as needed.

- MM-TR-3** Intersection 1 – Menifee Road / SR-74. Prior to the issuance of certificate of occupancy, the Project applicant shall make a fair share contribution to implement the following:
- a. Widen the northbound Menifee Road approach from one shared through/left-turn lane and one right-turn lane to consist of one left-turn lane, one through lane, and one right-turn lane with right-turn overlap phasing.
 - b. Widen the southbound Menifee Road approach from one shared left-turn/through/right-turn lane to consist of one left-turn lane and one shared through/right- turn lane.
 - c. Widen the eastbound SR-74 approach from one left-turn lane, one through lane and one shared through/right-turn lane to consist of one left-turn lane, two through lanes and one right-turn lane.
 - d. Widen the westbound SR-74 approach from one left-turn lane, one through lane and one shared through/right-turn lane to consist of two left-turn lanes, two through lanes, and one right-turn lane.
 - e. Provide a cycle length of up to 140 seconds.
 - f. Implement protected phasing for all approaches of the intersection.
 - g. Provide adequate number of receiving lanes for all approaches to serve dual left turns as needed.
- MM-TR-4** Intersection 6 – Briggs Road / SR-74. Prior to the issuance of certificate of occupancy, the Project applicant shall make a fair share contribution to implement the following:
- a. Widen the northbound Briggs Road approach from one left-turn lane, and one shared through/right-turn lane to consist of two left- turn lanes, and one shared through/right-turn lane.
 - b. Widen the southbound Briggs Road approach from one left-turn lane, and one shared through/right-turn lane to consist of two left-turn lanes, and one shared through/right-turn lane.
 - c. Widen the eastbound SR-74 approach from one left-turn lane, two through lanes and one right-turn lane to consist of two left-turn lanes, three through lanes and one right-turn lane with right-turn overlap phasing.
 - d. Widen the westbound SR-74 approach from one left-turn lane, one through lane and one shared through/right-turn lane to consist of one left-turn lane, three through lanes and one shared through/right-turn lane.
 - e. Provide a cycle length of up to 140 seconds.
 - f. Implement protected phasing for all approaches of the intersection.
 - g. Provide the recommended turn lane storage lengths for mitigated conditions per Table 8-2 of the *TIS*.
 - h. Provide adequate number of receiving lanes for all approaches to serve dual left turns as needed.
- MM-TR-5** Intersection 1 – Menifee Road / SR-74. Prior to the issuance of certificate of occupancy, the Project applicant shall make a fair share contribution to implement the following:
- a. Widen the northbound Menifee Road approach from one shared through/left-turn lane and one right-turn lane to consist of one left-turn lane, one through lane, and one right-turn lane with right-turn overlap phasing.
 - b. Widen the southbound Menifee Road approach from one shared left-turn/through/right-turn lane to consist of one left-turn lane and one shared through/right- turn lane.

- c. Widen the eastbound SR-74 approach from one left-turn lane, one through lane and one shared through/right-turn lane to consist of one left-turn lane, two through lanes and one shared through/right-turn lane.
- d. Widen the westbound SR-74 approach from one left-turn lane, one through lane and one shared through/right-turn lane to consist of two left-turn lanes, two through lanes, and one shared through/right-turn lane.
- e. Provide a cycle length of up to 140 seconds.
- f. Implement protected phasing for all approaches of the intersection.
- g. Provide adequate number of receiving lanes for all approaches to serve dual left turns as needed.

MM-TR-6 Intersection 6 – Briggs Road / SR-74. Prior to the issuance of certificate of occupancy, the Project applicant shall make a fair share contribution to implement the following:

- a. Widen the northbound Briggs Road approach from one left-turn lane, and one shared through/right-turn lane to consist of two left- turn lanes, one through lane, and one right- turn lane.
- b. Widen the southbound Briggs Road approach from one left-turn lane, and one shared through/right-turn lane to consist of two left-turn lanes, and one shared through/right-turn lane.
- c. Widen the eastbound SR-74 approach from one left-turn lane, two through lanes and one right-turn lane to consist of two left-turn lanes, four through lanes and one right-turn lane with right-turn overlap phasing.
- d. Widen the westbound SR-74 approach from one left-turn lane, one through lane and one shared through/right-turn lane to consist of two left-turn lane, four through lanes and one right-turn lane with right-turn overlap phasing.
- e. Provide a cycle length of up to 140 seconds.
- f. Implement protected phasing for all approaches of the intersection.
- g. Provide the recommended turn lane storage lengths for mitigated conditions per Table 8-3 of the *TIS*.
- h. Provide adequate number of receiving lanes for all approaches to serve dual left turns as needed.