

Environmental Assessment/Initial Study

Planning Application No. 2016-185

Tentative Parcel Map No. 37121

Lead Agency



City of Menifee

29844 Haun Road

Menifee, CA 92586

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CEQA Consultant



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May 18, 2020

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CEQA ENVIRONMENTAL CHECKLIST FORM

1. **Project Title:** Haun and Holland Mixed Use Center
Planning Application No. 2016-185 / Tentative Parcel Map No. 37121
2. **Lead agency name and address:** City of Menifee – Community Development Department,
29844 Haun Road, Menifee, CA 92586
3. **Contact person and phone number:** Jason Moquin, Contract Planner – City of Menifee,
(951)462-7353
4. **Project location:** Northeast corner of Holland Road and Haun Road, City of Menifee/No address
assigned to this property

Figure 1 – Vicinity Map, Figure 2 – Regional Map, and Figure 3 – Area Map

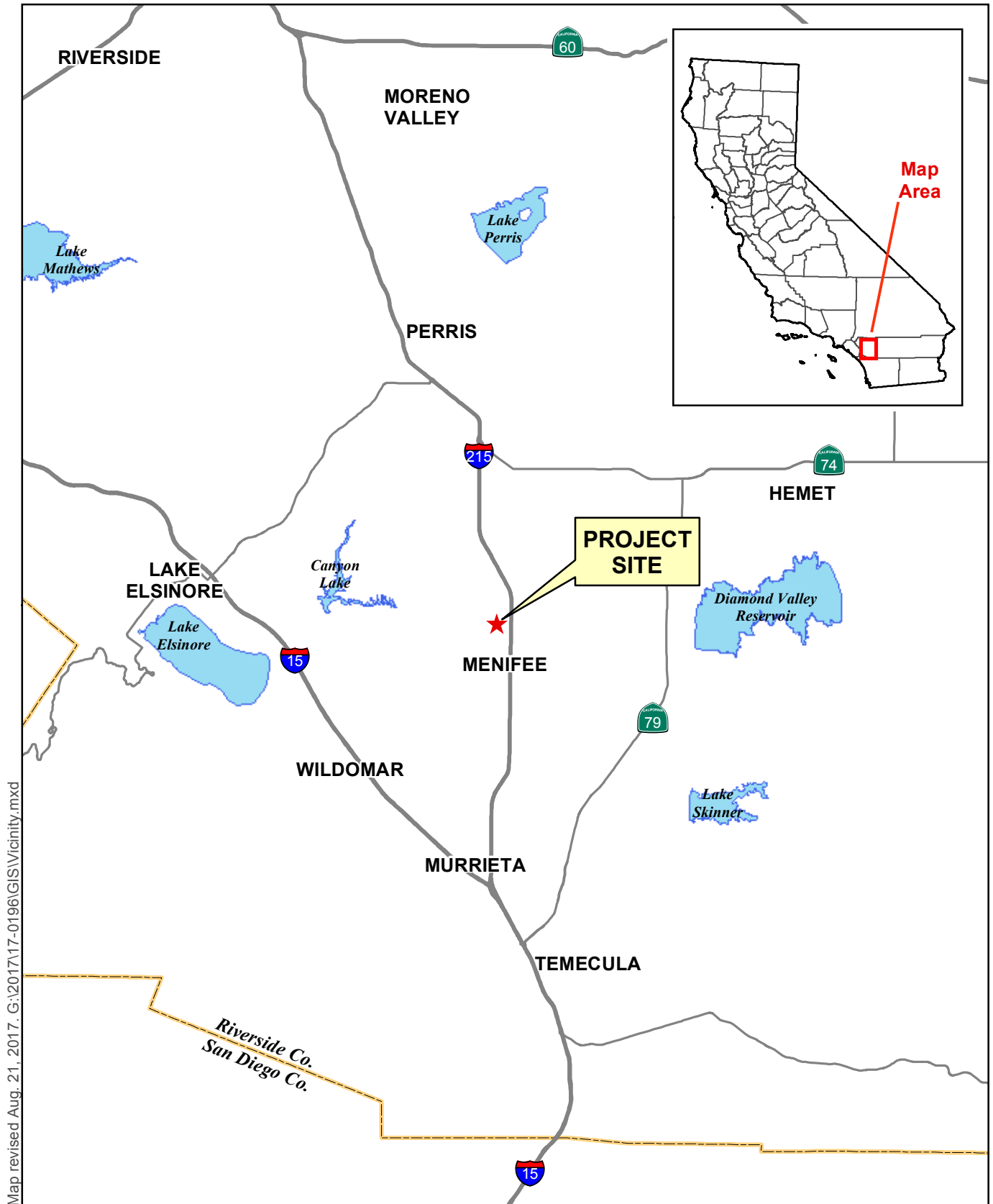
- A. Total Project Area: 37.06 gross/net acres¹

Figure 4 – Conceptual Use Plan, 5 – Tentative Parcel Map, and Figure 6 – Grading Plan

Residential Acres: 0	Lots: 0	Units: 0	Projected No. of Residents: 0
Commercial Acres: 26.61	Lots: 4	Sq. Ft. of Bldg. Area: 178,100	Est. No. of Employees: 514
Industrial Acres: 5.1	Lots: 1	Sq. Ft. of Bldg. Area: 47,200	Est. No. of Employees: 46
Business Park Acres: 5.36	Lots: 1	Sq. Ft. of Bldg. Area: 79,000	Est. No. of Employees: 132
Other: 0			
Acreages shown in table are in gross acres			

- B. Assessor's Parcel No: 360-130-003
- C. Map: Thomas Brothers Riverside County Street Guide 2010 Page 868, Grid E4
- D. Section 3, Township 6S, Range 3W of the San Bernardino Base and Meridian
- E. Longitude: 117° 10' 25" W / Latitude: 33° 40' 19" N
5. **Project Applicant/Owners:** JPN Corporation, 11225 W. Bernardo Ct, Suite 100, San Diego, CA 92127
Representative: Jim Nelson – JPN Corporation, 11225 W. Bernardo Ct, Suite 100, San Diego, CA 92127
 6. **General Plan Designation:** Economic Development Corridor-Community Core (EDC-CC)
Figure 7 – Existing General Plan Land Use Designation
 7. **Zoning:** Industrial Park (I-P). To be consistent with the Project site's General Plan (GP) land use designations of EDC-CC, the City is in the process of adopting consistency zoning for the EDC-CC GP land use areas which would make the Project site's zoning EDC-CC. This process is a separate effort from this Project as reflected in **Figure 8 – Existing Zoning**.

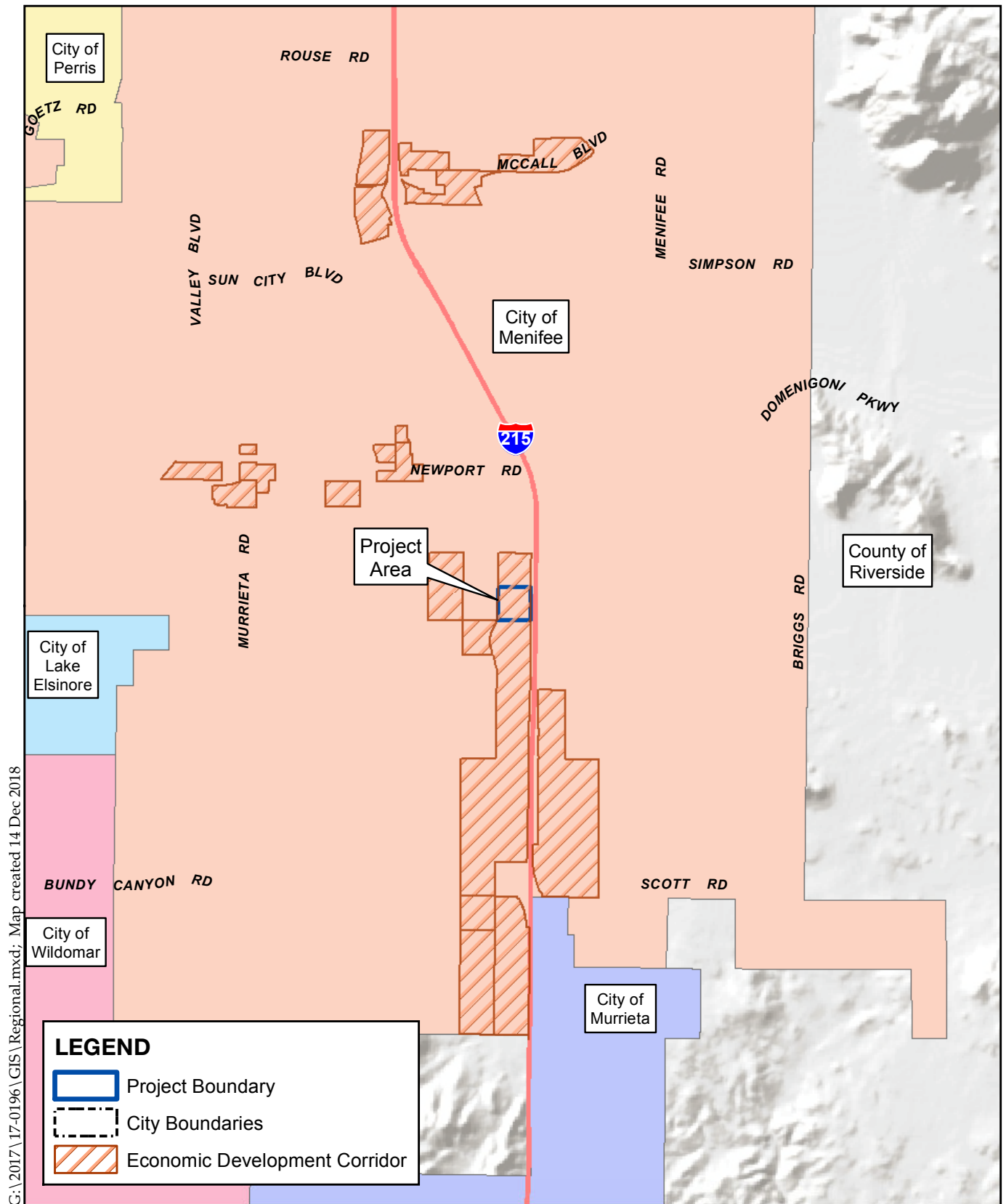
¹ Net acreage calculation includes Lot A and Lot B



Map revised Aug. 21, 2017. G:\2017\17-0196\GIS\Vicinity.mxd

Source: County of Riverside GIS, 2017

Figure 1 – Vicinity Map
Haun and Holland Mixed Use Center



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Sources: Riverside Co. GIS, 2018;
ESRI.



0 1 2 Miles

Figure 2 - Regional Map
Haun and Holland Mixed Use Center



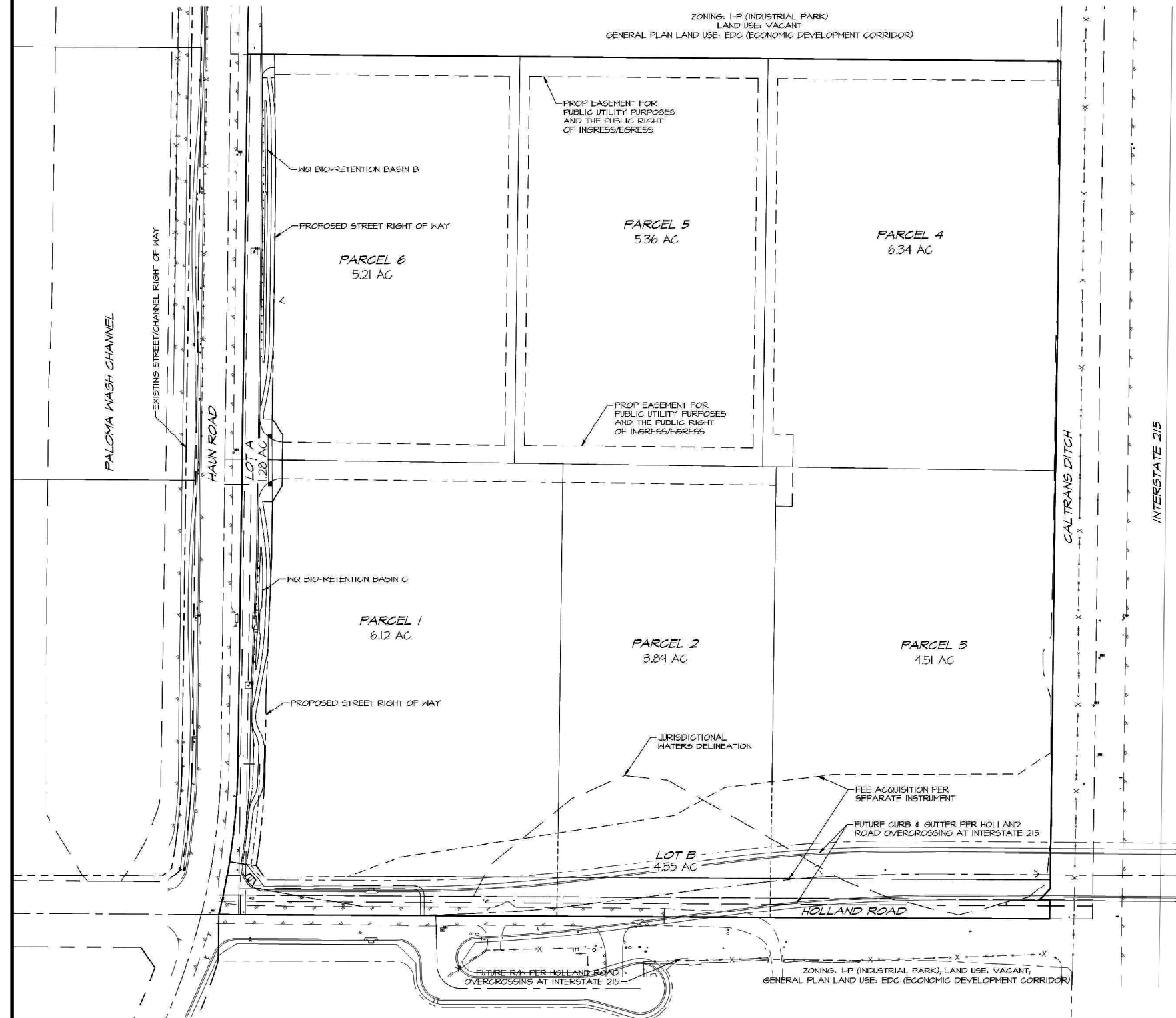
G:\2017\17-0196\GIS\AreaMap.mxd; Map created 06 Dec 2017

Sources: Riverside Co. GIS, 2017;
USDA NAIP, 2016.



0 500 1,000 1,500
Feet

Figure 3 - Area Map
Haun and Holland Mixed Use Center



<u>PARCEL USE SUMMARY</u>	
<u>ZONE: EDG-CG (COMMUNITY CORE)</u>	
<u>PARCEL 1 RETAIL</u>	
SITE AREA	6.12 ACRES
TOTAL BUILDING AREA	28,600 SF
<u>PARCEL 2 INDUSTRIAL</u>	
SITE AREA	3.81 ACRES
TOTAL BUILDING AREA	47,200 SF
<u>PARCEL 3 AUTOMOBILE SALES</u>	
SITE AREA	4.51 ACRES
TOTAL BUILDING AREA	40,000 SF
<u>PARCEL 4 AUTOMOBILE SALES</u>	
SITE AREA	6.34 ACRES
TOTAL BUILDING AREA	65,000 SF
<u>PARCEL 5 OFFICE</u>	
SITE AREA	5.36 ACRES
TOTAL BUILDING AREA	79,000 SF
<u>PARCEL 6 RETAIL</u>	
SITE AREA	5.21 ACRES
TOTAL BUILDING AREA	44,500 SF
<u>LOT A</u>	<u>DEDICATION OF HAIN ROAD</u>
<u>LOT B</u>	<u>DEDICATION OF HOLLAND ROAD</u>
	<u>AND FEE ACQUISITION AREA</u>
	<u>PER SEPARATE INSTRUMENT</u>

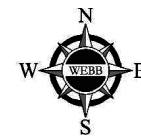
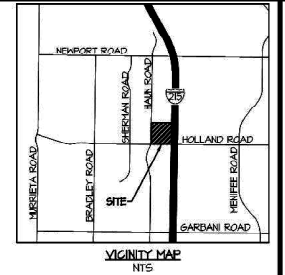


Figure 4 - Conceptual Master Plan
Haun and Holland Mixed Use Center



Figure 5 - Tentative Parcel Map
Haun and Holland Mixed Use Center

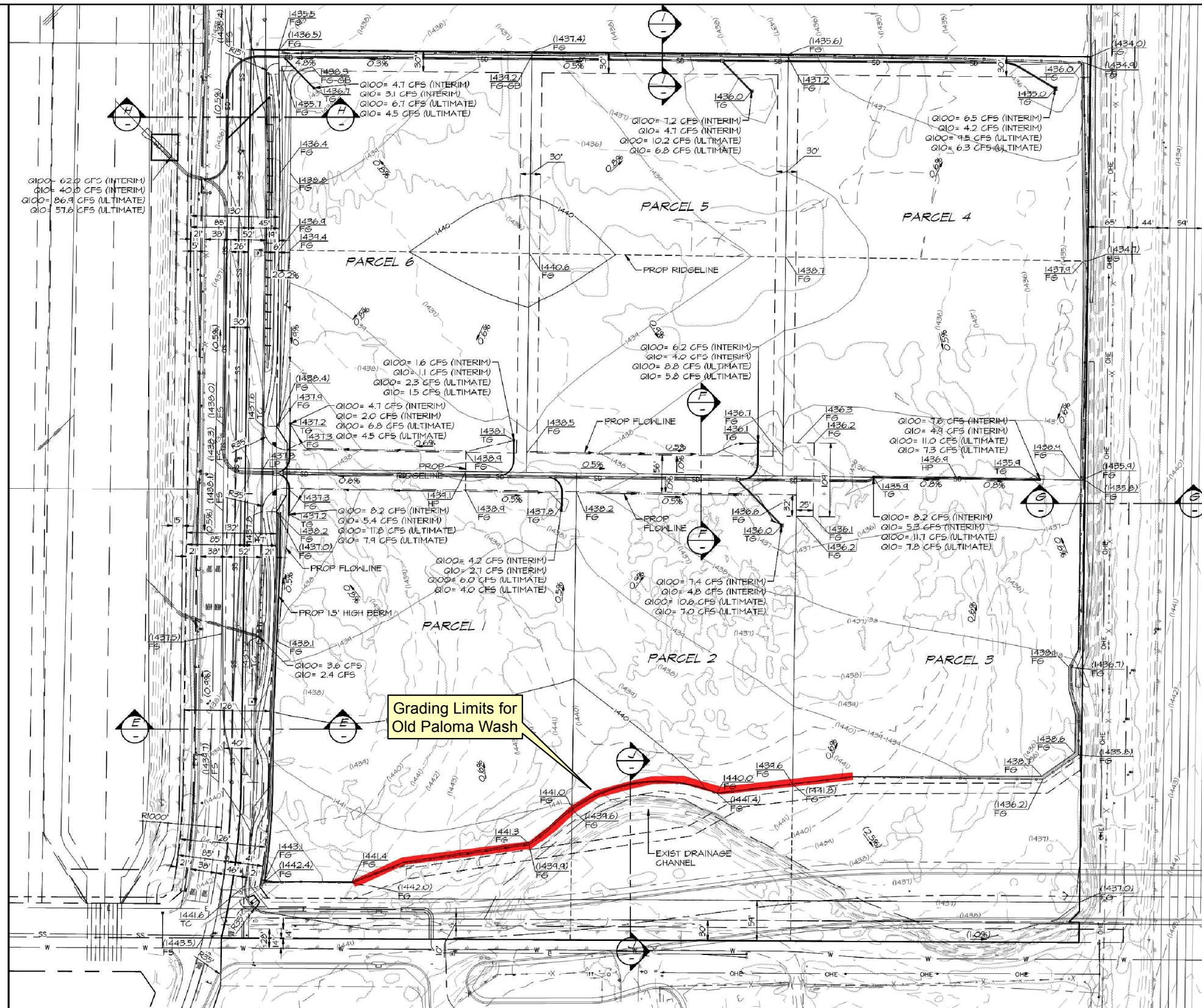
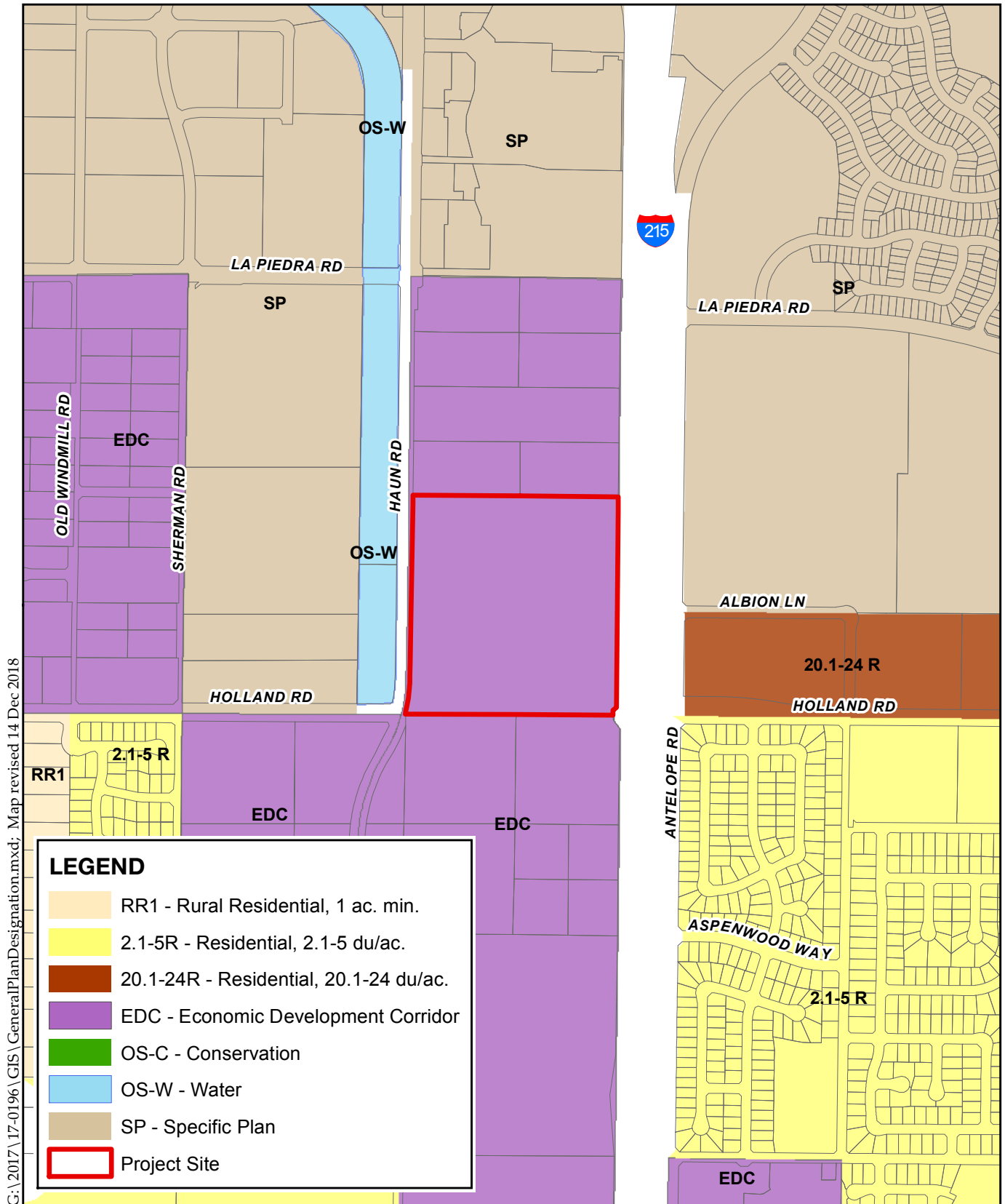


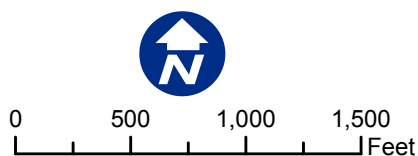
Figure 6 - Grading Plan
 Haun and Holland Mixed Use Center



Sources: City of Menifee, May 2018;
Riverside Co. GIS, 2018.

Figure 7 - Existing General Plan Land Use Designation

Haun and Holland Mixed Use Center



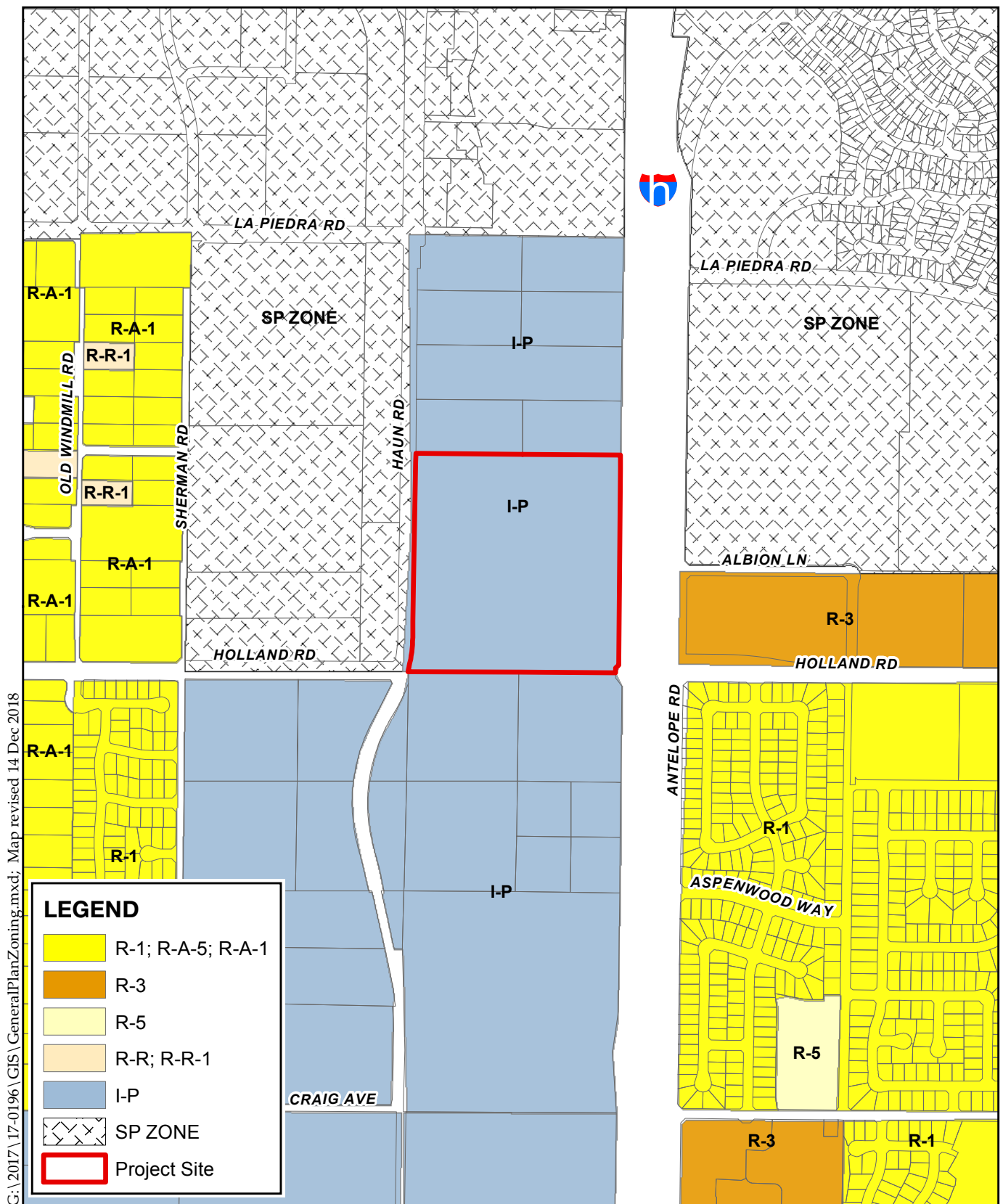


Figure 8 - Existing Zoning
Haun and Holland Mixed Use Center

- 8. Surrounding Land Uses and Environmental Setting:** The adjacent General Plan Land Use and Zoning Designation(s) are shown in **Figures 7 and 8**. The Project site is vacant, dominated by non-native grassland and field croplands with disturbed habitats and a drainage ditch that runs west-to-east on the southern portion of the Project site. There are no structures on site; there is a small paved portion of Holland Road on the southwestern edge of the site. To the north, the immediately-adjacent parcel is vacant, dominated by field croplands with disturbed habitats; to the north of the vacant parcel is the Menifee Countryside Marketplace at the southeast corner of Haun Road and Newport Road, a mixed use center with commercial and restaurant uses. On the west side of the Project site, west of Haun Road, is the Paloma Wash, a flood control channel owned and operated by Riverside County Flood Control and Water Conservation District. The Paloma Wash extends approximately 8,800 linear feet southerly from Salt Creek Channel. Flows captured and conveyed by Paloma Wash are discharged into Salt Creek Channel, which discharges into Canyon Lake and ultimately into Lake Elsinore. The Project's stormwater drainage will be directed to the Paloma Wash. There is also a separate drainage, Old Paloma Wash, south of the Project site; The Project site completely avoids the Old Paloma Wash) To the west of Paloma Wash is a residential development, Lennar South 35, which is currently under construction. A Caltrans drainage ditch and Interstate 215 (I-215) are directly to the east of the Project site; east of I-215 are residential land uses. South of the Project site contain a few commercial land uses (a U-Haul Neighborhood Dealer, a storage vendor), vacant land. These surrounding land uses are described in **Table A – Surrounding Land Uses**.

Table A – Surrounding Land Uses			
Direction	General Plan Land Use Designation	Zoning District	Existing Land Usage
North	EDC-CC	I-P	Vacant
South	EDC-CC	I-P	Commercial/Storage
East	Interstate 215 (I-215) 2.1 - 5 dwelling unit/acre (du/ac) Residential further east	I-215 R-1	Caltrans drainage ditch/ I-215
West	Water (OS-W) Countryside Specific Plan and residential further west	Specific Plan (SP)	Residential under construction
Source: GP			

- 9. Description of Project:** The proposed Project consists of one assessor's parcel number, 360-130-003, which is currently undeveloped and vacant. The property owner has proposed a tentative parcel map to subdivide the 37.06 gross acres into six (6) commercial parcels for the potential future development of commercial, office, retail and/or industrial uses and dedicate a portion of the parcels to public streets. Refer to **Figures 4 through 6**, above. The proposed subdivision is a Schedule E subdivision pursuant to the City's subdivision Ordinance No. 460.

The Project General Plan land use designation is EDC-CC so must comply with the EDC zoning in accordance with Menifee Municipal Code (MMC) Chapter 9.140. Projects that are proposed within the EDC designation must also submit a Conceptual Master Plan (CMP) prior to a formal project application. The CMP will show anticipated uses for the Project and how they relate to existing or proposed development on adjacent properties. CMP's are reviewed on an administrative level by the City's Community Development Director and are not formally approved

or adopted. For this project, the CMP is being utilized to establish uses and intensities for the impact analysis. Only the tentative parcel map will be formally approved. The CMP for this Project is shown in **Figure 4**, above with breakdown of future land uses in **Table B – Proposed Land Use Summary**, below.

Table B – Proposed Land Use Summary		
Parcel Number	Net Acreage	General Uses
1	6.12	Retail
2	3.89	Industrial
3	4.51	Automobile Sales
4	6.34	Automobile Sales
5	5.36	Office
6	5.21	Retail
Lot A – Haun Rd Dedication	1.28	Public Road
Lot B – Holland Rd Dedication	4.35	Public Road
Total	37.06	
Source: Figure 4 – Conceptual Master Plan		

Site Preparation

The majority of the Project site is currently undeveloped and there are no structures on-site to be demolished. A small (0.35 acre) region of the Project site consists of the paved portion of Holland Road located across the southwest boundary as shown in **Figure 3**, above. The Project site is generally flat and will require fill to be brought into the site for grading. Construction is expected to begin no earlier than fall 2019 and will be built in two phases and is expected to last up to five years.

Phase I

The first phase of construction will consist of constructing a private internal drive aisle (shown as a proposed easement, which is a 56-foot wide east-west drive aisle that will allow access to the interior of the site as reflected on **Figure 5**, above. In addition, approximately 131,800 cubic yards (CY) of imported fill will be stockpiled on the Project site for future development of the parcels. This phase also includes widening of the east side of Haun Road to its ultimate width and installation of a signal at the intersection of Haun and Holland Roads. The widening of Haun Road will also include a bus turnout along the Project frontage of Parcel 1. The Holland Road curb will be matched to the improvements required for the intersection of Haun and Holland Roads. Water, sewer, and storm drain pipelines will also be installed within the private drive aisle easement and Haun Road. Phase I will also create a storm drain connection to Paloma Wash Flood Control Channel (Paloma Wash) to drain onsite runoff. The southern portion of the Project site that is within the Holland Road Overpass (Overpass) Project footprint (a separate project being undertaken by the City) will not be graded during this first phase of construction. **Figure 5** shows the future Holland Road right-of-way that will be dedicated as part of this Project.

Phase II

The second phase of construction will consist of each parcels' development that will occur in subsequent phases as the parcels are sold to individual developers. As each parcel is developed, the City will require focused CEQA analysis if necessary, as noted in this Initial Study/Mitigated Negative Declaration, to include items such as traffic and noise studies, water quality and drainage studies, and biological preconstruction surveys.

Access and Circulation

Access to the proposed Project site will be available from one driveway and a proposed signalized intersection that connects to the interior of the Project site. The proposed driveway will be located on Haun Road from Parcel 6 which will be right-in, right-out access. The driveway located on Parcel 6 will also provide access to the parcel north of the Project site, serving as a fire department access point. The Project also proposes to construct an internal, private drive aisle which will be a signalized east-west private access intersecting with Haun Road to provide access to the interior of the site, as shown on **Figure 5**. The Project is proposing also to signalize the intersection of Holland Road and Haun Road. A bus pull-in will be located along the Project frontage on Haun Road along Parcel 1.

Signage

All signage installed at the Project site will comply with the applicable City design standards contained in the MMC, Chapter 9.220.

Other Site Improvements and Amenities

Sewer and water lines to support the Project site will run in an east-west direction within the proposed easement. Stubs for sewer and water are proposed to be constructed at the end of the drive aisle to the south for future development, tying in from the current water and sewer lines in Haun Road. Electricity will be tied into the Project site from the existing infrastructure in Haun Road. Stormwater runoff that is not captured onsite will be conveyed by storm drain to Paloma Wash, located west of the Project site, as shown on **Figure 5**.

Public Services

The following public services are available to the Project:

- Fire Protection Services (City contract with the Riverside County Fire Department)
- Police Protection Services (City contract with the Riverside County Sheriff's Department)
- Public Schools (Menifee Union School District, Romoland School District, and Perris Union High School District)
- Library Services (Riverside County Library System)
- City Administrative Services

Utility Providers

The following utilities/infrastructure systems and services are available to the Project:

- Water/Sewer (Eastern Municipal Water District)
- Electricity (Southern California Edison)
- Natural Gas (Southern California Gas Company)
- Telephone/Communications (Verizon, or other contract services)

Offsite Improvements

The proposed Project will include road improvements adjacent to the Project site on Haun Road. Haun Road will be widened 45 feet east of the centerline along the Project frontage to full width to function as a Major Road as designated by the GP. The improvements include a curb, gutter and meandering sidewalk along the Project frontage and landscaping along the sidewalk. The sidewalk and pedestrian amenities will comply with the applicable City design standards contained in the MMC Chapter 9.140.040 that defines development standards for projects within the EDC-CC.

Holland Road is located to the south of the Project site and runs east-west, terminating west of I-215. The Holland Road Overpass (Overpass) Project is a separate project being undertaken by the City and will create a freeway overpass at Holland Road and I-215, directly south of the Project site but will include part of the Project site. The Overpass Project is currently scheduled to start beyond the planning horizon of this proposed Project. However, the anticipated footprint of the Overpass and its associated right of way are shown in **Figures 4** through **Figure 6**.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

Based on the current Project design concept, other permits required for the Project will likely include, but are not limited to the following:

- Stormwater management, encroachment, and associated permitting will be required consistent with the provisions of the Riverside County Flood Control and Water Conservation District.
- Permitting required by the National Pollutant Discharge Elimination System (NPDES) regulated by the Santa Ana Regional Water Quality Control Board (RWQCB) and/or State Water Resources Control Board (SWRCB).
- Permitting may be required by/through the United States Army Corps of Engineers (USACE), California Department of Fish and Wildlife (CDFW), and/or RWQCB for Project impacts to potentially jurisdictional features, including Paloma Wash.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

As part of the IS/MND process, the City will conduct Assembly Bill (AB) 52 consultation, including contacting the appropriate tribes and meeting with tribes that request consultation.

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

INTRODUCTION

The subject of this Mitigated Negative Declaration (MND) is the implementation of the proposed Haun and Holland Mixed Use Center (herein after “proposed Project” or “Project”) which is in the City’s GP sphere of influence. The analysis in the MND tiers off of the City’s General Plan EIR (GP EIR) and where applicable, discusses how the Project would not increase the number or severity of significant impacts already identified in the previously certified GP EIR. The MND also includes additional analysis of Project impacts where the City requires the analysis as a matter of policy and/or to address potential data gaps due to the passing of time since the GP EIR was certified in 2013.

The GP EIR was certified in November 2013 pursuant to Section 15168(a) of the CEQA Guidelines. Section 15168(a) of the CEQA Guidelines describes a “program EIR” as follows:

A program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:

- (1) Geographically,
- (2) As logical parts in the chain of contemplated actions,
- (3) In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or
- (4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

A program EIR does not address project-specific environmental impacts but addresses policy interventions and the broad land use changes that could occur as a result of a General Plan. Individual developments or projects implemented under a General Plan may “tier” off a program EIR and further reduce and expedite environmental review processing time when actual projects are proposed by private and/or public entities. Section 15152(a) of the CEQA Guidelines defines tiering as follows:

“Tiering” refers to using the analysis of general matters contained in a broader EIR (such as one prepared for a general plan or policy statement) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project.

Along with the GP EIR, the City also adopted a Statement of Overriding Considerations for the following significant and unavoidable impacts that were identified for buildout of the GP:

- Agricultural Resources – Farmland Conversion, Agricultural Land Rezoning
- Air Quality – Air Quality Management Plan Consistency, Construction Emissions, Operational Emissions, Sensitive Receptors
- Greenhouse Gas Emissions – Substantial increase in greenhouse gas emissions
- Noise – Traffic Noise Exposure
- Traffic – Congestion Management Plan

The GP EIR serves primarily as a source of environmental information for the City as lead agency for all development under the GP. The GP EIR describes the potential impacts that could result from the adoption of the GP. Subsequent development projects within the GP are anticipated, and although the GP EIR has been prepared as a program EIR, subsequent projects that are within the scope of the GP EIR may be subject to a more limited “tiered” CEQA documentation (e.g., addendum, negative declaration, supplemental EIR, etc.) that focuses on the potential environmental impacts that “were not

examined as significant effects on the environment in the prior EIR” or that could be substantially reduced or avoided through changes to the individual projects, if deemed necessary by the Community Development Director.

This MND for the proposed Project was prepared using Appendix G: Environmental Checklist Form of the State CEQA Guidelines. A recent comprehensive update to the State CEQA Guidelines became effective in December 2018, which includes revisions to Appendix G. This MND includes the most current Appendix G, as revised by this comprehensive update.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below (x) would be potentially affected by this project, involving at least one impact that is “**Potentially Significant Impact**” as indicated by the checklist on the following pages.

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Public Services
<input type="checkbox"/> Agriculture Resources	<input type="checkbox"/> Hazards & Hazardous Materials	<input type="checkbox"/> Recreation
<input type="checkbox"/> Air Quality	<input type="checkbox"/> Hydrology/Water Quality	<input type="checkbox"/> Transportation
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Land Use/Planning	<input type="checkbox"/> Tribal Cultural Resources
<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Utilities and Service Systems
<input type="checkbox"/> Energy	<input type="checkbox"/> Noise	<input type="checkbox"/> Wildfire
<input type="checkbox"/> Geology/Soils	<input type="checkbox"/> Population and Housing	<input type="checkbox"/> Mandatory Findings of Significance

The environmental factors checked below (x) would be potentially affected by this project, involving at least one impact that is “**Less than Significant with Mitigation Incorporated**” as indicated by the checklist on the following pages.

<input type="checkbox"/> Aesthetics	<input checked="" type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Public Services
<input type="checkbox"/> Agriculture Resources	<input type="checkbox"/> Hazards & Hazardous Materials	<input type="checkbox"/> Recreation
<input checked="" type="checkbox"/> Air Quality	<input type="checkbox"/> Hydrology/Water Quality	<input checked="" type="checkbox"/> Transportation
<input checked="" type="checkbox"/> Biological Resources	<input type="checkbox"/> Land Use/Planning	<input type="checkbox"/> Tribal Cultural Resources
<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Mineral Resources	<input checked="" type="checkbox"/> Utilities and Service Systems
<input checked="" type="checkbox"/> Energy	<input checked="" type="checkbox"/> Noise	<input type="checkbox"/> Wildfire
<input type="checkbox"/> Geology/Soils	<input type="checkbox"/> Population and Housing	<input checked="" type="checkbox"/> Mandatory Findings of Significance

The environmental factors checked below (x) would be potentially affected by this project, involving at least one impact that is “**Less than Significant**” as indicated by the checklist on the following pages.

<input checked="" type="checkbox"/> Aesthetics	<input type="checkbox"/> Greenhouse Gas Emissions	<input checked="" type="checkbox"/> Public Services
<input checked="" type="checkbox"/> Agriculture Resources	<input checked="" type="checkbox"/> Hazards & Hazardous Materials	<input checked="" type="checkbox"/> Recreation
<input checked="" type="checkbox"/> Air Quality	<input checked="" type="checkbox"/> Hydrology/Water Quality	<input checked="" type="checkbox"/> Transportation
<input checked="" type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Land Use/Planning	<input checked="" type="checkbox"/> Tribal Cultural Resources
<input checked="" type="checkbox"/> Cultural Resources	<input type="checkbox"/> Mineral Resources	<input checked="" type="checkbox"/> Utilities and Service Systems
<input type="checkbox"/> Energy	<input checked="" type="checkbox"/> Noise	<input type="checkbox"/> Wildfire
<input checked="" type="checkbox"/> Geology/Soils	<input checked="" type="checkbox"/> Population and Housing	<input type="checkbox"/> Mandatory Findings of Significance

The environmental factors checked below (x) would have at least one impact that is considered as “**No Impact**” by this project as indicated by the checklist on the following pages.

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Public Services
<input checked="" type="checkbox"/> Agriculture Resources	<input checked="" type="checkbox"/> Hazards & Hazardous Materials	<input type="checkbox"/> Recreation
<input type="checkbox"/> Air Quality	<input type="checkbox"/> Hydrology/Water Quality	<input type="checkbox"/> Transportation
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Land Use/Planning	<input type="checkbox"/> Tribal Cultural Resources
<input type="checkbox"/> Cultural Resources	<input checked="" type="checkbox"/> Mineral Resources	<input type="checkbox"/> Utilities and Service Systems
<input type="checkbox"/> Energy	<input checked="" type="checkbox"/> Noise	<input checked="" type="checkbox"/> Wildfire
<input checked="" type="checkbox"/> Geology/Soils	<input checked="" type="checkbox"/> Population and Housing	<input type="checkbox"/> Mandatory Findings of Significance

DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



May 13, 2020

Signature

Date

Jason Moquin

Printed Name

For Cheryl Kitzerow
Community Development Director

EVALUATION OF ENVIRONMENTAL IMPACTS

- A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
- Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- The explanation of each issue should identify:
 - a. the significance criteria or threshold, if any, used to evaluate each question; and
 - b. the mitigation measure identified, if any, to reduce the impact to less than significance.
- The information below addresses each of the environmental issues that were analyzed within the scope of the previously certified GP EIR, and primarily follows Appendix G of the *CEQA Guidelines*.

Where necessary, the conclusions of the previously certified EIR are provided as a reference for each environmental issue area.

ISSUES

I. AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
D. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: CADRE-A, MMC, GP, GP EIR, USC

Applicable General Plan Policies

- Goal C-6: Scenic highway corridors that are preserved and protected from change which would diminish the aesthetic value of lands adjacent to the designated routes.
 - Policy C-6.1: Design developments within designated scenic highway corridors to balance the objectives of maintaining scenic resources with accommodating compatible land uses.
 - Policy C-6.5: Ensure that the design and appearance of new landscaping, structures, equipment, signs, or grading within eligible county scenic highway corridors are compatible with the surrounding scenic setting or environment.
- Goal CD-3: Projects, developments, and public spaces that visually enhance the character of the community and are appropriately buffered from dissimilar land uses so that differences in type and intensity do not conflict.
 - Policy CD-3.1: Preserve positive characteristics and unique features of a site during the design and development of a new project; the relationship to scale and character of adjacent uses should be considered.
 - Policy CD-3.2: Maintain and incorporate the City's natural amenities, including its hillsides, indigenous vegetation, and rock outcroppings, within proposed projects.

- Policy CD-3.3: Minimize visual impacts of public and private facilities and support structures through sensitive site design and construction. This include but is not limited to: appropriate placement of facilities; undergrounding, where possible; and aesthetic design (e.g., cell tower stealthing).
- Policy CD-3.5: Design parking lots and structures to be functionally and visually integrated and connected; off-street parking lots should not dominate the street scene.
- Policy CD-3.6: Locate site entries and storage bays to minimize conflicts with adjacent residential neighborhoods.
- Policy CD-3.7: Consider including public art at key gateways, major projects, and public gathering places.
- Policy CD-3.8: Design retention/detention basins to be visually attractive and well integrated with any associated project and with adjacent land uses.
- Policy CD-3.9: Utilize Crime Prevention through Environmental Design (CPTED) techniques and defensible space design concepts to enhance community safety.
- Policy CD-3.10: Employ design strategies and building materials that evoke a sense of quality and permanence.
- Policy CD-3.11 Provide special building-form elements, such as towers and archways, and other building massing elements to help distinguish activity nodes and establish landmarks within the community.
- Policy CD-3.12: Utilize differing but complementary forms of architectural styles and designs that incorporate representative characteristics of a given area.
- Policy CD-3.14: Provide variations in color, texture, materials, articulation, and architectural treatments. Avoid long expanses of blank, monotonous walls or fences.
- Policy CD-3.15: Require property owners to maintain structures and landscaping to high standards of design, health, and safety.
- Policy CD-3.16: Avoid use of long, blank walls in industrial developments by breaking them up with vertical and horizontal facade articulation achieved through stamping, colors, materials, modulation, and landscaping.
- Policy CD-3.17: Encourage the use of creative landscape design to create visual interest and reduce conflicts between different land uses.
- Policy CD-3.18: Require setbacks and other design elements to buffer residential units to the extent possible from the impacts of abutting roadway, commercial, agricultural, and industrial uses.
- Policy CD-3.19: Design walls and fences that are well integrated in style with adjacent structures and terrain and utilize landscaping and vegetation materials to soften their appearance.
- Policy CD-3.20: Avoid the blocking of public views by solid walls.
- Policy CD-3.21: Use open space, greenways, recreational lands, and water courses as community separators.
- Policy CD-3.22: Incorporate visual buffers, including landscaping, equipment and storage area screening, and roof treatments, on properties abutting either Interstate 215 or residentially designated property.
- Goal CD-4: Recognize, preserve, and enhance the aesthetic value of the City's enhanced landscape corridors and scenic corridors.

- Policy CD-4.1: Create unifying streetscape elements for enhanced landscape streets, including coordinated streetlights, landscaping, public signage, street furniture, and hardscaping.
- Policy CD-4.2: Design new and, when necessary, retrofit existing streets to improve walkability, bicycling, and transit integration; strengthen connectivity; and enhance community identity through improvements to the public right-of-way such as sidewalks, street trees, parkways, curbs, street lighting, and street furniture.
- Policy CD-4.3: Apply special paving at major intersections and crosswalks along enhanced corridors to create a visual focal point and slow traffic speeds.
- Policy CD-4.4: Frame views along streets through the use of wide parkways and median landscaping.
- Policy CD-4.6: Prohibit outdoor advertising devices (billboards, but not on-site signs identifying a business on the same property as the sign) within 660 feet of the nearest edge of the right-of-way line of all scenic corridors as depicted on Circulation Element Exhibit C-8 and the entire length of I-215; City Community Information Signs or other City-sponsored signs are not subject to this requirement.
- Policy CD-4.7: Design new landscaping, structures, equipment, signs, or grading within the scenic corridors for compatibility with the surrounding scenic setting or environment.
- Policy CD-4.8: Preserve and enhance view corridors by undergrounding and/or screening new or relocated electric or communication distribution lines, which would be visible from the City's scenic highway corridors.
- Goal CD-5: Economic Development Corridors that are visually distinctive and vibrant and combine commercial, industrial, residential, civic, cultural, and recreational uses.
 - Policy CD-5.1: Provide comfortable pedestrian amenities-quality sitting areas, wide paths and shade-along with specialized and engaging design features, such as interesting fountains or public art, which draw and maintain people's attention, as appropriate based on the preferred mix of land uses for each EDC subarea.
 - Policy CD-5.4: Locate building access points along sidewalks, pedestrian areas, and bicycle routes, and include amenities that encourage pedestrian activity in the EDC areas where appropriate.
 - Policy CD-5.5: Create a human-scale ground-floor environment that includes public open areas that separate pedestrian space from auto traffic, or where these intersect, give special regard to pedestrian safety.

Analysis of Project Effect and Determination of Significance

THRESHOLD I.A: Less Than Significant Impact. Have a substantial adverse effect on a scenic vista?
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General Plan EIR Summary

The GP EIR concluded that future development under the GP would alter the visual appearance of the City but would not substantially degrade the existing scenic vistas. Impacts related to scenic vistas would be less than significant (GP EIR, pp. 5.1-10 – 5.1-11).

Project Impact Discussion

Scenic vistas can be impacted by development in two ways: first, a structure may be constructed that blocks views of a vista; or secondly, the vista itself may be altered by development. A small portion of the southwestern edge of the Project site consists of the paved portion of Holland Road; however, the site is primarily flat, undeveloped land characterized by non-native grassland/ruderal and field cropland habitats (CADRE-A, pp. 10-11). Therefore, the site does not itself constitute a scenic vista. The site is located in the Paloma Valley area of Menifee. The Paloma Valley area is in the southern area of the City and includes a mix of residential, rural residential and mixed uses within the EDC designation (GP EIR, p. 5.1-11).

The natural mountainous setting of the Menifee area is critical to its overall visual character and provides scenic vistas for the community. Topography and a lack of dense vegetation or urban development offer scenic views throughout the City, including to and from hillside areas. Scenic features include gently sloping alluvial fans, rugged mountains and steep slopes, mountain peaks and ridges, rounded hills with boulder outcrops, farmland and open space. Scenic vistas provide views of these features from public spaces. Many of the scenic resources are outside the City limits and beyond the planning area boundary. Distant scenic views from Menifee include the San Jacinto Mountains to the northeast and east; the San Bernardino Mountains to the north; the San Gabriel Mountains to the northwest; and the Santa Ana Mountains to the west and southwest. The Canyon Lake Reservoir lies next to the western City boundary.

According to the GP EIR, development pursuant to the GP would alter the visual appearance of the City but would not substantially degrade the existing scenic vistas, visual character, or quality of the City or its surroundings (GP EIR, p. 5.1-10). The proposed Project is consistent with the zoning² and land use designations for the Project site and the Project proposes commercial and light industrial uses in an area generally characterized by commercial development and vacant land planned for future similar development. According to the GP EIR, two important scenic resources in the City are Quail Hill and Bell Mountain; these scenic resources are located approximately 3.6 and 1.5 miles from the Project site to the north and northeast, respectively. The Project site is generally flat and located adjacent to the I-215 freeway. Therefore, the Project will have a less than significant impact and no mitigation measures are required on adverse effect on a scenic vista.

THRESHOLD I.B: Less Than Significant. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

General Plan EIR Summary

The GP EIR stated that there are three Riverside County Eligible Scenic Highways in the City: I-215 from McCall Boulevard south to the City boundary; McCall Boulevard from I-215 on the west to Menifee Road on the east; and Menifee Road from McCall Boulevard north to the City boundary. The portion of State Route 74 (SR-74) that passes through the northern part of the City is considered an “Eligible State Scenic Highway – Not Officially Designated”. There are no officially designated state scenic highways within the City’s jurisdiction (GP EIR, p. 5.1-9). New and/or intensified uses along the County eligible roadways would not fully obstruct visual resources such as the hillsides or distant mountains and would not require substantial changes

² The Project site’s current zoning is Industrial Park (I-P). To be consistent with the Project site’s GP land use designation of EDC-CC, the City is in the process of adopting consistency zoning for the EDC-CC GP land use areas which would make the Project site’s zoning designation EDC-CC. This process is a separate effort from this Project.

in topography. Allowed uses in these areas would be regulated by City Design Guidelines, MMC development standards, and proposed GP policies that limit the height and bulk of buildings. Implementation of the proposed GP would not result in damage to any historic buildings or significant rock outcroppings within a state scenic highway, since there are no designated state scenic highways in the City. The GP EIR concluded views from eligible scenic highways within the City would significantly change because vast open spaces would be developed and views of low-lying valleys, mountains, and rock formations would be obstructed. However, because these scenic highways are not officially designated, impacts related to scenic resources are considered be less than significant (GP EIR, pp. 5.1-11 – 5.1-12).

Project Impact Discussion

No oak or mature trees were documented within or adjacent to the Project site (CADRE-A, p. 17). Additionally, there are no significant rock outcroppings or other unique features of the Project site that would necessitate protection as a scenic resource.

As shown on *Exhibit C-8 – Scenic Highways* in the City's GP, a portion of SR-74 is an "Eligible State Scenic Highway – Not Officially Designated" and I-215 is an eligible County scenic highway within the City's jurisdiction. There are no officially designated state scenic highways within the City's jurisdiction (GP EIR, p. 5.1-9). The Project site is located over five miles south of the state scenic highway-eligible section of Highway 74 and is adjacent to the eligible County scenic Highway I-215 south of Newport Road; this section of Highway I-215 adjacent to the Project is also considered a "scenic corridor" by the GP. Scenic Corridors identified in the GP are the same as eligible county scenic highways. In addition, Haun Road which borders the west side of the Project site is considered an Enhanced Landscape Corridor. Enhanced Landscape Corridors are considered important transportation routes that also reinforce the City's community identity through streetscape design and preservation of scenic resources. The City requires special design considerations for Enhanced Landscape Corridors and Scenic Corridors, with which the Project Applicant is required to comply (GP, Exhibit CD-2).

Therefore, because there are no scenic resources, including, but not limited to, officially designated state scenic highways, trees, rock outcroppings, and historic buildings at the Project site, and the Project applicant will be required to comply with the special design considerations of Enhanced Landscape Corridors, impacts will be less than significant and no mitigation measures are required.

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

General Plan EIR Summary

The GP EIR concluded that future development under the GP would alter the visual appearance of the City but would not substantially degrade the visual character or quality of the City or its surroundings. Areas developed under the EDC designation would include a mix of residential, commercial, industrial, and institutional uses. All development, including EDC development, would need to comply with regulations in the MMC and policies in the GP that protect scenic vistas, scenic resources, and the intended character of the City. The MMC contains regulations that require retention of important natural features, preservation of views, and new development and landscaping that is sensitive to visual resources: In particular, the code's Siting of Wireless Communication Facilities (MCC Chapter 9.290) and Administrative Nuisance Abatement

(Chapter 11.20). Policies of the GP give substantial consideration to the preservation of scenic vistas, including those that protect undisturbed slopes, hillsides, and other natural landforms that enhance the City's environmental setting, found in the Open Space and Conservation Element. Impacts related to visual character would be less than significant (GP EIR, pp. 5.1-10 – 5.1-11).

Project Impact Discussion

Per the CEQA Guidelines Section 21071, an urbanized area is defined as an incorporated city with a population of at least 100,000 people, or if the population of that city and no more than two contiguous incorporated cities combined equals at least 100,000 people. As of July 1, 2017, which is the most up-to-date census available, the City had a population estimate of 90,595 (USC), thus meeting the definition of a non-urbanized area. The City borders touch the City of Perris, the City of Lake Elsinore, the City of Wildomar, and the City of Murrieta, with population estimates as of July 1, 2017, of 77,879; 66,411; 36,932; and 113,326, respectively (USC). Any two of those city's plus the City's population would add up to more than 100,000 people, thus Menifee also meets the definition of an urbanized area. To be conservative, impacts to both urbanized and non-urbanized areas have been analyzed.

According to the City's GP EIR, development pursuant to the GP would alter the visual appearance of the City but would not substantially degrade the existing scenic vistas, visual character, or quality of the City or its surroundings (GP EIR, p. 5.1-10). Therefore, projects consistent with the City's GP would accordingly also not substantially degrade the visual character or quality of the City and its surroundings. The Project site is located in the EDC-CC adjacent to I-215.

The proposed Project includes commercial and light industrial uses in an area generally characterized by commercial development and vacant land planned for future similar development. The adjacent property to the north is zoned Industrial; the property to the south is developed as a storage facility, the property to the west is Flood Control and the property to the east is I-215. Since the Project design will comply with all applicable City design-related codes, standards, and regulations, the design of the site will have a less than significant impact on the existing visual character for urban or non-urbanized areas and would not conflict with applicable zoning or other regulations governing scenic quality. No mitigation measures are required.

THRESHOLD I.D: Less Than Significant. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

General Plan EIR Summary

The GP EIR stated that future development in accordance with the proposed GP would allow for development of currently undeveloped parcels and alteration, intensification, and redistribution of some existing land uses. Because the City and surrounding area are largely undeveloped, the lighting associated with improvements and structures of future development projects could increase nighttime light and glare within the City. There are portions of the City that would be developed with more light-intensive land uses under the proposed GP (e.g., conversion of vacant land or underutilized areas into residential, commercial, or industrial uses). Sources of light and glare from new development or redevelopment would include lighting needed to provide nighttime street and building illumination, security lighting, nighttime traffic, sign illumination, and lighting associated with construction activities.

Additionally, nighttime lighting from the Menifee area has an impact on views from the Mount Palomar Observatory in San Diego County, which requires darkness for clear nighttime viewing. Chapter 6.01 of the MMC, *Dark Sky; Light Pollution* requires restrictions on outdoor lighting,

including low-pressure sodium lighting as the preferred lamp type; shielding of fixtures; and limited hours of operation of most outdoor lighting. Additionally, all future development projects that would be accommodated by the proposed GP would be required to comply with California's Building Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6, of the California Code of Regulations), which outlines mandatory provisions for lighting control devices and luminaires. The GP EIR concluded that adherence to County and City regulations and implementation of the policies of the proposed GP would ensure that light and glare from new development and redevelopment projects accommodated by the GP would be minimized and that significant impacts would not occur (GP EIR, pp. 5.1-12 – 5.1-13).

Project Impact Discussion

Nighttime lighting and glare can affect human vision, navigation and other activities as well as nocturnal wildlife. In particular, excessive night lighting often leads to skyglow and can interfere with the operation of astronomical observatories, such as the Mount Palomar Observatory in San Diego County. As part of the Project design features, the Project will include lighting around the perimeter of the site for security purposes, and on the interior of the site for the operational safety of the future users of the facility.

To minimize impacts of lighting on the Mount Palomar Observatory, the City implements MMC 6.01 to regulate light pollution. Lighting to be installed at the Project site will be designed in conformance with this policy and all applicable standards in the MMC to minimize light spillage to the night sky. The Project site is not adjacent to large habitat areas.

During future construction on the Project, nighttime lighting may be used within the construction staging areas to provide security for construction equipment. Due to the distance between the construction area and motorists on adjacent roadways including the I-215, such security lights may cause a potentially significant impact in the form of glare to motorists. The Project site will comply with standard City conditions of approval which will ensure that any temporary construction nighttime lighting will be appropriately placed to minimize light spillage outside of the staging area/Project site.

The primary source of operational glare at the Project site is anticipated to be windows on the buildings facing I-215. Specifically, windows facing the east, south, and north sides of the Project site, which could reflect light from the windows to the vehicle traffic on the I-215. In addition, its possible motorists traveling on Haun or Holland Road, or development on adjacent properties to the Project, could potentially experience glare from windows on the Project buildings. While the Project will strive to reduce glare, the Project could have a significant impact from glare. Since the proposed Project does not include the exact configuration and design of the future buildings that may exist on the Project site, future developments on the Project site will need to comply with City codes MMC 9.205 Lighting Standards, which will ensure the Project will minimize light pollution and prevent glare. Therefore, compliance with applicable regulations and conditions of approval will ensure that impacts due to light or glare will be less than significant.

Conditions of Approval

The following standard conditions of approval are applicable to the Project:

- Prior to issuance of grading permits, the Project developer shall provide evidence to the City that any temporary nighttime lighting installed for security purposes shall be downward facing and hooded or shielded to prevent security light spillage outside of the staging area/Project site or direct broadcast of security light into the sky.

Mitigation Measures

None

II. AGRICULTURE AND FORESTRY

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
C. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
D. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
E. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: CADRE-A, FMMP, GP EIR, MMC

Applicable General Plan Policies:

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

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

Analysis of Project Effect and Determination of Significance:

THRESHOLD II.A: Less Than Significant. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

General Plan EIR Summary

The City does not have any prohibitions that prevent the transition of agricultural land uses to urban land uses. The City is focusing on developing land in an economically productive way that would serve the growing population. Thus, the GP's future development emphasizes mixed-use, commercial, industrial, and residential projects rather than supporting the continuation of agricultural uses, which are becoming less economically viable and are unlikely to remain in agricultural production even without adoption of the GP. However, the GP EIR concluded that future development under the GP would result in the conversion of 522 acres of designated Prime Farmland, Farmland of Statewide Importance, and Unique Farmland to a non-agricultural use. Since no mitigation measures are available that would reduce mapped farmland impacts, impacts to state-designated farmland would be significant and unavoidable. (GP EIR, pp. 5.2-12 – 5.2-13, 5.2-16).

Project Impact Discussion

As of 2016, there were 162 acres of Prime Farmland in the City; 218 acres of Farmland of Statewide Importance; 142 acres of Unique Farmland; 8,327 acres of Farmland of Local Importance; and 1,181 acres of Grazing Land (GP EIR, Figure 5.2-1). The Prime Farmland within the City is along the northern and eastern boundaries of the City. Also, the Farmland of Statewide Importance in the City is primarily in two areas: one on the northwest City boundary and another on the east City boundary. As such, neither of these Farmland areas are in the immediate Project site vicinity. It is also notable that the City's GP EIR explains that "Menifee's future development emphasizes mixed-use, commercial, industrial, and residential projects rather than supporting the continuation of agricultural uses, which are becoming less economically viable" (GP EIR, p. 5.2-13).

The Project site is designated as Farmland of Local Importance. Farmland of Local Importance is defined as land that has been irrigated for agricultural production within the prior four years of the date of the most recently-published Farmland of Statewide Importance map and the soil must meet physical and chemical criteria defined by the United States Department of Agriculture. The parcels to the north and west are also Farmland of Local Importance, followed by Urban and Built-Up Land further north and to directly to the east. To the west of Paloma Wash, the land is defined as Other Land and Urban and Built Up Land. While these parcels are still listed as Farmland of Local Importance, the GP's land use designation for area north of the Project site to La Piedra Road and south to the Menifee Commercial Specific Plan at the intersection of Scott Road and Interstate 215 is Economic Development Center (EDC) (Figure 3). To the west of the Project site, west of Paloma Wash, the land use designation is Countryside Specific Plan. It should be noted that Farmland of Local Importance is not considered Farmland or agricultural lands according to the CEQA Statute and Guidelines (2019). According to Section 21060.1 of the CEQA Statutes and Guidelines (2019), "agricultural land" means Prime Farmland, Farmland of Statewide Importance, or Unique Farmland, as

defined by the United States Department of Agriculture land inventory and monitoring criteria, as modified for California.

Due to the geographic separation between the City's Prime Farmland and Farmland of Statewide Importance, the general urbanization of the City and the Project site and surrounding land use designation as EDC, and the fact that Farmland of Local Important is not considered agricultural lands as defined by CEQA, development of the Project site will have a less than significant impact and no mitigation measures are required on Farmland designated by the Farmland Mapping Monitoring Program (FMMP).

THRESHOLD II.b: No Impact. Conflict with existing zoning for agricultural use, or a Williamson Act contract?

General Plan EIR Summary

The Menifee zoning code includes six separate designations specifically for agricultural land; the GP only includes one agriculture land use designation (Agriculture (AG)). The zoning code would remain as is for some time after adoption of the GP, which changes designations for all but one parcel of agricultural land (dairy/livestock feed yard along eastern edge of city just south of Newport Road). This would create conflicts between the zoning code and the GP land use designations on all but one parcel until the zoning code is updated. The Expanded EDC scenario would not change the acreage on which proposed GP land use designations would conflict with existing zoning. Thus, impacts will be significant. Since no mitigation measures are available that would reduce agricultural zoning and GP land use designation conflicts, impacts would be significant and unavoidable (GP EIR, pp. 5.2-13 and 5.2-16).

In addition, the GP has designated the existing land in the City under Williamson Act contracts for EDC designated development. At the time of the GP's adoption, there were approximately 77 acres of land under Williamson Act contracts. All of these contracts will expire before the buildout of the GP; therefore, there is no conflict regarding the eventual development of these 77 acres to EDC. No impacts regarding impacts to Williamson Act contracted land would occur (GP EIR, p. 5.2-13).

Project Impact Discussion

Pursuant to the Williamson Act, property owners commit their land to farming for a minimum of 10 years and in return receive tax benefits based on their agricultural production rather than on the property's market value. Within the City, there are 77 acres of land under Williamson Act contracts, all of which went into nonrenewal status in 2007 and whose contracts expired on January 1, 2017 (GP EIR, p. 5.2-5). Additionally, as discussed above in *Threshold II.A*, there is no land zoned for agricultural use in the Project vicinity as shown on Figure 6. The Project's current Zoning is Industrial Park (I-P); to be consistent with the Project site's General Plan (GP) land use designations of EDC-CC, the City is in the process of adopting consistency zoning for the EDC-CC GP land use areas which would make the Project site's zoning EDC-CC. This process is a separate effort from this Project (refer to Figure 7 – Current Zoning). Per the MMC Chapter 9.28 (Economic Development Corridor Zoning Districts), agricultural uses are conditionally allowed for EDC-CC zoning as plant nurseries, retail sales, and specific personal cultivation. Per Riverside County Zoning Ordinance (as adopted by the City in its MMC) Article X (I-P Zone), agricultural uses are not included within the allowed uses.

Further, considering the small size of the areas mapped as Farmland as well as the economic constraints on agriculture in Western Riverside County, some of the agriculturally-designated properties would likely not be available for agricultural use in the future (GP EIR, p. 5.2-13). Therefore, there are no remaining active Williamson Act lands within the City and because

existing agriculturally-zoned properties are expected to convert to non-agricultural use with implementation of the City's GP, construction of the proposed Project will have no impact and no mitigation measures are required on a Williamson Act contract or land zoned for agricultural use.

THRESHOLD II.C: Less Than Significant. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

General Plan EIR Summary

Within the City there are three types of forest vegetation types: Southern coast live oak riparian forest, southern cottonwood/willow riparian forest, and southern sycamore/alder riparian woodland. Projects under the GP would require a Streambed Alteration Agreement (SAA) from the California Department of Fish and Wildlife (CDFW) and any mitigation identified as conditions for a SAA, if applicable (if the project impacts Southern cottonwood/willow riparian forest or southern coast live oak riparian forest in riparian habitats). The GP would change land use designations on these forested lands, however the density allowed would remain similar, and thus the GP would not directly impact forest land. Forest land could be impacted by projects approved pursuant to the GP, potentially up to 30 acres; this is not regionally significant since the total amount of forests and woodlands in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) area is about 34,300 acres. There is no existing forest zoning within the City. Impacts related to the conversion of forest to non-forest land would be less than significant (GP EIR, pp. 5.2-13 – 5.2-14).

Project Impact Discussion

Buildout of the City's GP would convert Farmland to non-agricultural uses and would place developed urban uses closer to mapped Farmland. This would subject residents in these areas to the environmental impacts of farming, such as odors, noise, and water and air pollution, and would likely contribute to increases in the cost of land in and next to the City. This would create an economic pressure for owners of agricultural land to convert to non-agricultural uses. Accordingly, the City's GP EIR determined that potential conversion of Farmland adjacent to the City's boundary would be a significant impact (GP EIR, p. 5.2-14).

The proposed Project site is in the central portion of the City and there is no Farmland in the immediate Project vicinity. Therefore, patrons and workers at the Project site would not be subject to the environmental impacts of farming and operation of the Project would not place urban uses adjacent to farming uses. Accordingly, although the Project would generally contribute to the urbanization of the City, the proposed Project itself would have a less than significant impact and no mitigation measures are required with regard to conversion of Farmland to non-agricultural use.

THRESHOLD II.D: No Impact. Result in the loss of forest land or conversion of forest land to non-forest use?

General Plan EIR Summary

Refer to the GP EIR Summary section under *Threshold II.C*.

Project Impact Discussion

Forest communities within the City include Southern Coast Live Oak Riparian Forest, Southern Cottonwood/Willow Riparian Forest, and Southern Sycamore/Alder Riparian Woodland;

however, there is no forest zoning in the City (GP EIR, p. 5.2-6). The Project site does not contain forest land. The Project site is dominated by non-native grassland/ruderal, field croplands, and developed/disturbed habitats with no oak or mature trees documented within or adjacent to the Project site, as described below in *Threshold IV.A* (CADRE-A, p. 9). Therefore, the proposed Project will have no impact with regard to forest land and will not result in the conversion of forest land to non-forest use. No mitigation measures are required.

THRESHOLD II.E: Less Than Significant. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

General Plan EIR Summary

Areas of Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance abut the City along the north, east, and south boundaries. GP buildout would place developed urban land uses closer to mapped Farmland. Such potential conflicts between agricultural and urban land uses would add to pressures on owners of agricultural land to sell and/or convert the land to non-agricultural uses. Potential conversion of Farmland adjacent to the City boundary would be a significant impact. Since no mitigation measures are available that would reduce conversion of Farmland to less than significant, impacts would be significant and unavoidable (GP EIR, pp. 5.2-14 and 5.2-16).

Project Impact Discussion

As discussed in *Threshold II.A* and *II.B*, above, the Project site is designated as Farmland of Local Importance and is surrounded by land also designated Farmland of Local Importance and Urban and Built-Up Land. Farmland of Local Importance is not considered Farmland or agricultural lands according to the CEQA Statute and Guidelines (2019). According to Section 21060.1 of the CEQA Statutes and Guidelines (2019), “agricultural land” means Prime Farmland, Farmland of Statewide Importance, or Unique Farmland, as defined by the United States Department of Agriculture land inventory and monitoring criteria, as modified for California. Additionally, there are no active Williamson Act contracts within the City. While these parcels are still listed as Farmland of Local Importance, the GP land use designation for area north of the Project site to La Piedra Road and south to the Meniffee Commercial Specific Plan at the intersection of Scott Road and Interstate 215 is Economic Development Center (Figure 3). To the west of the Project site, west of Paloma Wash, the land use designation is Countryside Specific Plan.

The Project’s existing Zoning designation is Industrial Park (I-P). To be consistent with the Project site’s General Plan (GP) land use designations of EDC-CC, the City is in the process of adopting consistency zoning for the EDC-CC GP land use areas which would make the Project site’s zoning EDC-CC. This process is a separate effort from this Project. Refer to **Figure 8 – Existing Zoning**, above. Per the MMC Chapter 9.28 (Economic Development Corridor Zoning Districts), agricultural uses are conditionally allowed for EDC-CC zoning as plant nurseries, retail sales, and specific personal cultivation. Per Riverside County Zoning Ordinance (as adopted by the City in its MMC) Article X (I-P Zone), agricultural uses are not included within the allowed uses.

As such, development of the Project will not significantly impact agricultural land. Forest communities within the City include Southern Coast Live Oak Riparian Forest, Southern Cottonwood/Willow Riparian Forest, and Southern Sycamore/Alder Riparian Woodland; however, none of these habitat types at the Project site (CADRE-A, p. 9). Therefore, the Project will result in less than significant impact and no mitigation measures are required for changes in

the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

Conditions of Approval

None

Mitigation Measures

None

III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: CARB 2018, GP, GP EIR, SCAG 2016, SCAQMD 2003, SCAQMD 2005, SCAQMD 2008, SCAQMD 2015, SCAQMD 2016, WEBB-A1

Applicable General Plan Policies

- Goal OSC-9: Reduced impacts to air quality at the local level by minimizing pollution and particulate matter.
 - Policy OSC-9.1: Meet state and federal clean air standards by minimizing particulate matter emissions from construction activities.
 - Policy OSC-9.2: Buffer sensitive land uses, such as residences, schools, care facilities, and recreation areas from major air pollutant emission sources, including freeways, manufacturing, hazardous materials storage, wastewater treatment, and similar uses.
 - Policy OSC-9.3: Comply with regional, state, and federal standards and programs for control of all airborne pollutants and noxious odors, regardless of source.

- Policy OSC-9.5: Comply with the mandatory requirements of Title 24 Part 11 of the California Building Standards Code (CALGreen) and Title 24 Part 6 Building and Energy Efficiency Standards.

Analysis of Project Effect and Determination of Significance

THRESHOLD III.A: Less Than Significant. Conflict with or obstruct implementation of the applicable air quality plan?

General Plan EIR Summary

The Southern California Association of Governments (SCAG) projections for a City are typically based on the current GP. The South Coast Air Quality Management District's (SCAQMD) 2012 Air Quality Management Plan (2012 AQMP) includes SCAG's 2012 Regional Transportation Plan/Sustainable Communities Strategy (2012 RTP/SCS) and includes population and employment projections for the City. Although the 2012 RTP/SCS and SCAQMD's 2012 AQMP consider growth, the City is projected to have less population (and housing) and more employment. It should be noted that the growth projections in SCAG's 2012 RTP/SCS and associated emissions inventory in SCAQMD's AQMP do not include the additional growth forecast in the GP for the post-2035 scenarios since there is no schedule for when this development would occur. Consequently, the 2012 AQMP also does not consider the additional emissions associated with the full buildout of the GP in the Post-2035 scenarios. Once the GP is adopted, SCAG will incorporate the revised growth projections associated with the land uses identified in the City's GP in their regional planning projections, and the GP would be consistent with the future update of the AQMP. However, since full buildout associated with the GP is not currently included in the emissions inventory for the Southern California Air Basin (SCAB), impacts related to conflicting with the AQMP would be significant and unavoidable. Mitigation Measure 3-1 was identified to reduce the impact, but with implementation of the mitigation measure, impacts would remain significant and unavoidable (GP EIR, pp. 5.3-14 – 5.3-16).

Project Impact Discussion

The City is located within the South Coast Air Basin (herein after "the Basin"), which is under the jurisdiction of SCAQMD. SCAQMD has prepared and regularly updates an Air Quality Management Plan (AQMP) for the Basin to establish a comprehensive program to lead the Basin into compliance with all federal and state air quality standards, the most recent of which is the 2016 AQMP (SCAQMD 2016).

The control measures and related emission reduction estimates included in the AQMP are based on emissions projections for a future development scenario derived from land use, population, and employment estimates defined in consultation with local governments. To do this, the AQMP utilizes the population and growth estimates compiled by the SCAG in their Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS), the most recent of which is the 2016 RTP/SCS (SCAG 2016) (SCAQMD 2016, pp. 4-41 – 4-42). As stated previously, SCAG's population and employment projections for the City are based on the City's growth projections (SCAG 2016, p. 70), which are outlined in the GP. Thus, since the 2016 AQMP is consistent with the 2016 RTP/SCS, the 2016 AQMP is also consistent with the growth assumptions in the GP. Accordingly, if a project demonstrates compliance with local land use plans and/or population projections, then the AQMP would have taken into account such uses when it was developed and the project would not conflict with implementation of such a plan.

The Project site is designated as EDC in the City's GP, specifically EDC-CC. Land uses envisioned within EDC are primarily nonresidential uses, with residential playing a supporting role; allowed land uses are a mixture of residential, commercial, office, industrial, entertainment,

educational, and/or recreational uses (GP, p. 3 - Exhibit LU-3 and Exhibit LU-B2E). The proposed Project's future land uses as a mixed use center include commercial, office, retail, and/or industrial land uses are allowed under the EDC-CC and as reflected in **Figure 4 – Conceptual Master Plan**, above. Since the Project's proposed future land uses are consistent with the Project site's EDC-CC GP land use designation, the growth projections from the Project are consistent with the GP. Mitigation Measure 3-1 from the GP EIR is not applicable to this Project because the Project construction emissions are below threshold levels, and thus do not require mitigation as discussed in more detailed under *Threshold III.B*, below. For these reasons, the Project will not increase the severity of significant impacts identified in the certified GP EIR. Since these growth projections from the GP were used in the 2016 AQMP, the Project will not conflict with or obstruct implementation of the 2016 AQMP. Impacts with regard to conflicts to an air quality management plan are considered to be less than significant and no mitigation measures are required.

THRESHOLD III.B: Less Than Significant with Mitigation Incorporated. 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?

General Plan EIR Summary

Buildout of the GP would generate short-term and long-term emissions that exceed the daily SCAQMD thresholds for all criteria pollutants except for sulfur dioxide (SO₂). Nitric Oxide (NO_x) is a precursor to the formation of particulate matter (PM-10 and PM-2.5). Consequently, emissions of NO_x, PM-10, and PM-2.5 that exceed SCAQMD regional significance thresholds would contribute to the particulate matter (PM-10 and PM-2.5) nonattainment designation of the Basin under the national and state air quality standards. Therefore, operational-related air quality impacts associated with future development of the GP are significant. Mitigation Measure 3-1 was identified in the GP EIR to reduce the impact, but with implementation of the mitigation measure, impacts would remain significant and unavoidable (GP EIR, pp. 5.3-16 – 5.3-19, 5.3-24 – 5.3-25).

Project Impact Discussion

The portion of the Basin within which the proposed Project site is located is designated as a non-attainment area for PM-10 under state standards, and as a non-attainment area for ozone and PM-2.5 under both state and federal standards (CARB 2018). SCAQMD considers the thresholds for project-specific impacts and cumulative impacts to be the same (SCAQMD 2003). Consequently, projects that exceed project-specific significance thresholds are considered by SCAQMD to be cumulatively considerable. Project-specific air quality impacts have been analyzed in the Air Quality/Greenhouse Gas Analysis Technical Memorandum prepared by Albert A. WEBB Associates dated February 5, 2019 (WEBB-A1), as described below.

Air quality impacts can be described in short- and long-term perspectives. Short-term impacts occur during site preparation and Project construction, whereas long-term impacts are associated with Project operation. A discussion of the Project's potential short-term construction-period and long-term operational-period air quality impacts is provided below.

Construction Emissions. Construction emissions from Project construction were evaluated in the Air Quality/Greenhouse Gas Analysis using the California Emissions Estimator Model (CalEEMod) version 2016.3.2 and reflect a worst-case scenario for maximum daily construction emissions, meaning the Project emissions are expected to be equal to or less than the estimated emissions. Construction activities associated with the Project may result in emissions of SCAQMD criteria pollutants VOC, NO_x, CO, SO₂, PM-10, and PM-2.5. Construction related

emissions may result from construction activities involving stockpiling, grading, building construction, paving, painting (architectural coatings). Based on the Air Quality/Greenhouse Gas Analysis, peak daily construction emissions from the Project will not exceed any SCAQMD criteria pollutant thresholds for Phase I or Phase II of the Project's construction, as shown below in **Table C – Unmitigated Estimated Maximum Daily Construction Emissions**.

Table C – Unmitigated Estimated Maximum Daily Construction Emissions						
Activity	Peak Daily Emissions (lb/day)					
	VOC	NO_x	CO	SO₂	PM-10	PM-2.5
SCAQMD Daily Construction THRESHOLDS	75	100	550	150	150	55
Phase 1						
Stockpiling	3.40	75.77	15.88	0.17	7.22	3.43
Grading	5.30	62.67	35.05	0.08	3.29	2.35
Paving	2.12	14.32	15.29	0.02	0.94	0.74
Maximum¹	7.42	76.99	50.34	0.17	7.22	3.43
Exceeds THRESHOLD?	No	No	No	No	No	No
Phase 2						
Grading	6.88	77.48	43.14	0.09	8.84	5.74
Building Construction	9.61	81.22	74.55	0.21	10.82	4.99
Building Construction	8.72	71.92	71.25	0.21	10.31	4.51
Building Construction	7.92	64.16	68.48	0.20	9.88	4.11
Paving (2022)	1.94	11.34	15.12	0.02	0.75	0.57
Architectural Coatings	57.82	4.04	8.66	0.02	1.48	0.56
Maximum²	67.68	81.22	92.26	0.24	12.11	5.74
Exceeds THRESHOLD?	No	No	No	No	No	No
Source: WEBB-A1, p. 4						
Notes:						
1 Maximum emissions are the greater of either stockpiling alone or the sum of grading and paving since these activities overlap. Maximum emission are shown in bold.						
2 Maximum emissions are the greater of either grading, building construction in 2020, or building construction in 2021 alone or the sum of building construction in 2022, paving and architectural coatings since these activities overlap. Maximum emission are shown in bold.						

Since the Project will be below SCAQMD daily construction thresholds for all criteria pollutants, impacts from short-term construction emissions are less than significant and no mitigation is required (WEBB-A1, pp. 2-4).

Construction-Related Localized Air Quality Impacts. Local significance thresholds (LSTs) were initially established in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities. SCAQMD published its Final Localized Significance Threshold Methodology, which recommends that certain air quality analyses include an assessment of both construction and operational impacts

on the air quality of nearby sensitive receptors. LSTs represent the maximum emissions from project sites that are not expected to result in an exceedance of the National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards (CAAQS). SCAQMD states that lead agencies can use the LSTs as another indicator of significance in air quality impact analyses. This analysis makes use of methodology included in SCAQMD's Final Localized Significance Threshold Methodology (SCAQMD 2008).

The Project is in Source Receptor Area (SRA) 24 for the LST. According to the LST methodology, only on-site emissions need to be analyzed. Emissions associated with vendor and worker trips are mobile source emissions that occur off site. The emissions analyzed under the LST methodology are NO_x, CO, PM-10, and PM-2.5.

SCAQMD has provided LST lookup tables to allow users to readily determine if the daily emissions for proposed construction or operational activities could result in significant localized air quality impacts for projects five acres or smaller. The LST thresholds are estimated using the maximum daily disturbed area (in acres) and the distance of the Project to the nearest sensitive receptors (in meters). Although the Project site is approximately 37 acres, it is anticipated that Phase I stockpiling would disturb 1.5 acres per day, Phase I grading will disturb five acres per day, and Phase II grading will disturb up to 6.5 acres per day during construction of the Project site. The LST lookup tables only provide thresholds for one-acre, two-acre, or five-acre site, as larger disturbance areas provide a higher threshold, the smaller of the threshold acreages were utilized to provide for the most conservative screening-level analysis. Hence, the LST for the one-acre site was utilized for Phase I and the five acre LST was utilized for Phase II. The closest existing sensitive receptors to the Project site are the Santa Rosa Academy (approximately 360 feet (110 meters) northwest of the Project and existing residences east of Interstate 215 (I-215) approximately 375 feet (114 meters) east of the Project site. However, there are planned residential sensitive receptors located west of Haun Road and the Paloma Wash, approximately 300 feet (91 meters) west of the Project site. The LST lookup tables only present thresholds for 25, 50, 100, 200, and 500 meters. Therefore, a receptor distance of 50 meters (164 feet) was used to ensure a conservative analysis. The results are shown in **Table D – Phase I LST Results for Daily Off-Site Construction Emissions** and **Table E – Phase II LST Results for Maximum Daily Construction Emissions**.

Table D – Phase I LST Results for Daily Off-Site Construction Emissions				
Pollutant	Peak Daily Emissions (lb/day)			
	NO_x	CO	PM-10	PM-2.5
LST THRESHOLD for 1-acre at 50 meters	148	887	12	4
Stockpiling	26.65	8.70	3.52	2.33
Grading	62.39	34.00	3.00	2.27
Paving	14.07	14.65	0.75	0.69
Maximum¹	76.46	48.65	3.75	2.96
Exceeds THRESHOLD?	No	No	No	No
Source: WEBB-A1, p. 6				
Notes:				
1 Maximum emissions are the greater of either stockpiling alone or the sum of grading and paving since these activities overlap.				

Table E – Phase II LST Results for Maximum Daily Construction Emissions				
Pollutant	Peak Daily Emissions (lb/day)			
	NO_x	CO	PM-10	PM-2.5
LST THRESHOLD for 5-acre at 50 meters	302	2,178	40	10
Grading	77.19	42.10	8.54	5.65
Building Construction (2020)	55.07	47.67	2.92	2.74
Building Construction (2021)	49.31	46.75	2.51	2.35
Building Construction (2022)	42.90	45.88	2.09	1.96
Paving (2022)	11.12	14.58	0.57	0.52
Maximum¹	77.19	60.46	8.54	5.65
Exceeds THRESHOLD?	No	No	No	No
Source: WEBB-A1, p. 6				
Notes:				
1. Maximum emissions are the greater of either grading, building construction in 2020, or building construction in 2021 alone or the sum of building construction in 2022 and paving since these activities overlap. Architectural coatings not shown because no on-site emissions are generated.				

As shown above in **Tables D and E**, construction emissions will not exceed LSTs. Therefore, impacts related to construction-related LST emissions are less than significant and no mitigation is required (WEBB-A1, pp. 5-7).

Operational Emissions. Operational (long-term) emissions are evaluated at build-out of a project. Operational activities associated with the proposed Project may result in emissions of SCAQMD criteria pollutants VOC, NO_x, CO, SO₂, PM-10, and PM-2.5. Operational emissions may be expected from area source emissions, energy source emissions, and mobile source emissions. The Project's operational emissions are shown in **Table F – Unmitigated Estimated Daily Project Operation Emissions (Summer)** and **Table G – Unmitigated Estimated Daily Project Operation Emissions (Winter)**.

Table F – Unmitigated Estimated Daily Project Operation Emissions (Summer)						
Source	Peak Daily Emissions (lb/day)					
	VOC	NO_x	CO	SO₂	PM-10	PM-2.5
SCAQMD Daily THRESHOLDS	55	55	550	150	150	55
Area	7.27	0.00	0.03	0.00	0.00	0.00
Energy	0.17	1.54	1.30	0.01	0.12	0.12
Mobile	38.65	276.70	299.32	1.29	82.79	22.71
Total	46.09	278.24	300.65	1.30	82.91	22.83
Exceeds THRESHOLD?	No	Yes	No	No	No	No
Source: WEBB-A1, p. 5 Notes: 1. Emissions reported as zero are rounded and not necessarily equal to zero.						

Table G – Unmitigated Estimated Daily Project Operation Emissions (Winter)						
Source	Peak Daily Emissions (lb/day)					
	VOC	NO_x	CO	SO₂	PM-10	PM-2.5
SCAQMD Daily THRESHOLDS	55	55	550	150	150	55
Area	7.27	0.00	0.03	0.00	0.00	0.00
Energy	0.17	1.54	1.30	0.01	0.12	0.12
Mobile	32.14	272.55	276.70	1.19	82.81	22.73
Total	39.58	274.09	278.03	1.20	82.93	22.85
Exceeds THRESHOLD?	No	Yes	No	No	No	No
Source: WEBB-A1, p. 5 Note: 1. Emissions reported as zero are rounded and not necessarily equal to zero.						

As shown on **Tables F and G**, Project operational-source emissions would not exceed applicable SCAQMD regional daily thresholds for VOC, CO, SO₂, PM-10, and PM-2.5; Project operational-source emissions would exceed applicable SCAQMD regional daily thresholds of significance, except for NO_x. However, since the Project's land uses are consistent with what was analyzed in the GP EIR which concluded that long-term emissions would exceed the daily SCAQMD thresholds for all criteria pollutants except for SO₂, and with implementation of Mitigation Measures **MM AQ-1** through **MM AQ-3**, impacts will not be more significant than what was previously analyzed in the GP EIR and have been addressed in the Statement of Overriding Considerations (WEBB-A1, pp. 4-5 and 11). Thus, the impact would be less than significant with mitigation incorporated.

Operations Localized Significance Analysis. According to the LST methodology, LSTs only apply to the operational phase if a project includes stationary sources or attracts mobile sources that may spend long periods of time idling at the site, such as warehouse/transfer facilities. The

tentative parcel map includes an industrial parcel on 4.77 acres with up to 47,200 square feet (SF) of industrial park uses. Due to the potential for truck idling associated with this use, a long-term LST analysis was prepared for this portion of the Project.

As stated above, only on-site emissions need to be analyzed; however, the CalEEMod outputs do not separate on-site and off-site emissions from mobile sources nor do they identify emissions for individual land uses. For analysis purposes, the emissions shown in the **Table H – Unmitigated LST Results for Daily Operational Emissions**, represent five percent of the total Project-related mobile sources. Considering that the industrial park comprises less than two percent of the total daily weekday trips generated by the Project and less than four percent of the total annual vehicle miles traveled (VMT), the five percent assumption is conservative for the on-site emissions from the industrial park land use. A receptor distance of 50 meters (164 feet) was used to ensure a conservative analysis. The results are summarized below (WEBB-A1, p. 7).

Table H – Unmitigated LST Results for Daily Operational Emissions				
Source	Peak Daily Emissions (lb/day)			
	NO_x	CO	PM-10	PM-2.5
LST THRESHOLD for 5-acre at 50 meters	302	2,178	10	3
On-Site Mobile	13.91	15.03	4.15	1.14
Exceeds THRESHOLD?	No	No	No	No
Source: WEBB-A1, p. 7				

As indicated in the table above, Project-related long-term operational emissions will not exceed any SCAQMD operational LST (WEBB-A1, p. 7).

As discussed above, the Project has exceeded significance thresholds only for NO_x for operational emissions. However, for projects that are consistent with the GP, the significance determination tiers off the GP EIR. The evaluation focuses on whether the project would cause impacts that are greater than or different from those disclosed and found to be significant and unavoidable. Since the Project is consistent with the land uses analyzed in the GP EIR, and with implementation of Mitigation Measures **MM AQ-1** through **MM AQ-3**, operational Project emissions of NO_x are reduced to less than significant with mitigation incorporated.

THRESHOLD III.C: Less Than Significant with Mitigation Incorporated. Expose sensitive receptors to substantial pollutant concentrations?

General Plan EIR Summary

The proposed Land Use Plan of the GP would potentially intensify uses surrounding the freeway at buildout. New development associated with the proposed GP surrounding the I-215 has the potential to expose sensitive receptors to substantial pollutant concentrations from diesel exhaust. The association of truck-related diesel emissions with adverse health effects is generally strongest between 300 and 1,000 feet and diminishes with distance. The impact of traffic emissions is on a gradient that at some point becomes indistinguishable from the regional air pollution problem. The California Air Resources Board (CARB) recommends avoiding siting new sensitive land uses within “500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day.” Because roadway volumes on I-215 would have more than 100,000 vehicles per day, buildout of the proposed Land Use Plan has the

potential to expose sensitive receptors to substantial concentrations of air pollutant emissions if constructed within 500 feet of this freeway. No other roadways within the City have or are projected to have more than 100,000 average daily vehicle trips. If new sensitive development were placed in the vicinity of any of pollutant emissions sources, such as the light and heavy manufacturing/warehousing located in the northern portion of the City along Ethanac Road, then sensitive receptors may be exposed to significant concentrations of air pollutants.

In accordance with CEQA, new development would be required to assess the localized air quality impacts from placement of new sensitive uses within the vicinity of air pollutant sources. In addition, Policy OSC 9.2 of the GP, calling for adding buffer zones between sensitive land uses and air pollutant emission sources, would reduce impacts for future development projects to the extent feasible. However, sensitive receptors could be exposed to substantial pollutant concentrations near major sources of air pollutants in the absence of mitigation. Mitigation Measure 3-2 was identified in the GP EIR that would ensure placement of sensitive receptors near major sources of air pollutants would achieve the incremental risk thresholds, reducing these impacts to less than significant. However, Mitigation Measure 3-3 as identified in the GP EIR would reduce impacts of air pollutants from mobile sources, however the incremental increase in health risk associated with individual projects is considered cumulatively considerable and would contribute to already elevated levels of cancer and noncancer health risks. Therefore, impacts related to sensitive receptors would be significant and unavoidable (GP EIR, pp. 5.3-19 – 5.3-21, and 5.3-27).

Project Impact Discussion

Sensitive receptors include residential uses, school playgrounds, childcare facilities, athletic facilities, hospitals, retirement homes, and convalescent homes (SCAQMD 2005). As described in *Threshold III.B*, the closest existing sensitive receptors to the Project site are the Santa Rosa Academy (approximately 360 feet or 110 meters) northwest of the Project and existing residences east of the I-215 approximately 375 feet (114 meters) east of the Project site. There are also planned residential sensitive receptors located west of Haun Road and the Paloma Wash, approximately 300 feet (91 meters) west of the Project site. The construction and operation LST analysis completed in the Air Quality/Greenhouse Gas Analysis for this Project determined that the Project is not exposing sensitive receptors to substantial pollutant concentrations because no pollutant emissions exceed the LST (WEBB-A1, pp. 5-7). The correlation between project-specific emissions and potential health impacts is complex and the SCAQMD has determined the attempting to quantify health risks from small projects (such as this) would not be appropriate because it may be misleading and unreliable for various reasons including modeling limitations as well as where in the atmosphere the air pollutants interact and form (SCAQMD 2015, pp.9-15). Notwithstanding, this analysis does include a localized impact analysis, discussed above, for the immediate vicinity that is based on the potential to exceed the most stringent ambient air quality standards developed for the most sensitive individuals.

Additionally, no sensitive uses are proposed for the Project site. The Project's CMP envisions the Project as a mixed use center containing commercial, office, retail, and/or industrial land uses; it does not include any residential or otherwise sensitive receptors. In the event that sensitive receptors occur on the Project site, they would be subjected to GP EIR's identified Mitigation Measure 3-2 to reduce impacts. As the Project's planned land uses are not sensitive land uses, GP EIR Mitigation Measure 3-2 would not apply, and GP EIR Mitigation Measure 3-3 would be implemented by the Project in the event subsequent development components meet the criteria of applicable land uses. In addition, mitigation measure **MM AQ-4** will also be implemented in the event that a gas station is developed on the Project site, to ensure any impacts to sensitive populations from that use will be considered (WEBB-A1, p. 11). The

evaluation focuses on whether the Project would cause impacts that are greater than or different from those disclosed and found to be significant and unavoidable. Since the Project is consistent with the land uses analyzed in the GP EIR, and will incorporate Mitigation Measure 3-3 as needed, operational Project emissions of NO_x are reduced to less than significant with mitigation incorporated.

THRESHOLD III.D: Less Than Significant Impact. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

General Plan EIR Summary

Future residential and commercial development associated with buildout of the GP would involve minor odor-generating activities, such as lawn mower exhaust, application of exterior paints for building improvement, and cooking odors (e.g., restaurants). However, unlike industrial land uses, these land uses are not considered potential generators of odor that could affect a substantial number of people. Therefore, impacts from potential odors generated from residential and commercial land uses associated with the GP are considered less than significant.

During construction activities, construction equipment exhaust and application of asphalt and architectural coatings would temporarily generate odors. Any construction-related odor emissions would be temporary and intermittent in nature. Additionally, noxious odors would be confined to the immediate vicinity of the construction equipment. By the time such emissions reach any sensitive receptor sites, they would be diluted to well below any level of air quality concern. Furthermore, short-term construction-related odors are expected to cease upon the drying or hardening of the odor-producing materials. If an individual project under the GP determined during its environmental review process that the project has the potential to emit nuisance odors beyond the property line, that project would be required to comply with GP EIR Mitigation Measure 3-4. Therefore, impacts associated with construction-generated odors are considered less than significant with mitigation incorporated (GP EIR, p. 5.3-22 and 5.3-27).

Project Impact Discussion

The human nose is the best means of determining the strength of an odor; however, not all people are equally sensitive and they do not always agree about the severity of an odor once it is detected. Therefore, precise documentation of the strength and nature of an odor is generally unavailable.

It is anticipated that the major potential sources of odor from the proposed Project would occur during construction, particularly from construction equipment exhaust. However, this impact would occur in the immediate vicinity of the proposed Project site and short-term. The area immediately surrounding the proposed Project site is dominated by vacant land to the north, a storage facility to the south, the freeway to the east and Paloma Wash to the west.

Additionally, SCAQMD has developed a Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning that also outlines major common sources of odor complaints, including sewage treatment plants, landfills, recycling facilities, and petroleum refineries (SCAQMD 2005, p. 2-2). The Project is proposed to operate a mixed-use commercial center, which does not include uses that are on SCAQMD's list of facilities that are known to be prone to generate odors. Consequently, the Project won't expose substantial numbers of people to objectionable odors, because the Project does not propose land uses that create emissions that result in odors that would adversely affect a substantial number of people. Therefore, odor-related impacts will be less than significant and no mitigation measures are required.

Conditions of Approval

- SCAQMD Rules that are currently applicable during construction activity for this Project include but are not limited to:
 1. Rule 1113 (Architectural Coatings). The purpose of this rule is to limit the VOC content of architectural coatings used in the District
 2. Rule 431.2 (Low Sulfur Fuel). The purpose of this rule is to limit the sulfur content in diesel and other liquid fuels for the purpose of both reducing the formation of sulfur oxides and particulates during combustion and to enable the use of add-on control devices for diesel fueled internal combustion engines.
 3. Rule 403 (Fugitive Dust). This rule requires the implementation of best available dust control measures (BACM) during active operations capable of generating fugitive dust.

Mitigation Measures:

The following mitigation measures from the GP EIR are applicable to the Project:

- **MM 3-3:** New industrial or warehousing land uses that 1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered transport refrigeration units (TRUs), and 2) are located within 1,000 feet of a sensitive land use (e.g., residential, schools, hospitals, nursing homes), as measured from the property line of the project to the property line of the nearest sensitive use, shall submit a health risk assessment (HRA) to the City Community Development Director prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment and the South Coast Air Quality Management District. If the HRA shows that the incremental cancer risk exceeds one in one hundred thousand (1.0E-05), the appropriate noncancer hazard index exceeds 1.0, or if the PM-10 or PM-2.5 ambient air quality standard increment exceeds 2.5 µg/m³, the applicant will be required to identify and demonstrate that best available control technologies for toxics (T-BACTs) are capable of reducing potential cancer and noncancer risks to an acceptable level, including appropriate enforcement mechanisms. T-BACTs may include, but are not limited to, restricting idling onsite or electrifying warehousing docks to reduce diesel particulate matter, or requiring use of newer equipment and/or vehicles. T-BACTs identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site plan.

The following Project-specific mitigation measures related to air quality are relevant to the Project:

- | | |
|----------------|---|
| MM AQ-1 | Provide information to tenants encouraging trip reduction strategies such as ride share, carpool, public transit, etc. The applicant shall submit documentation to the City prior to occupancy. |
| MM AQ-2 | Any facilities that include heavy-duty trucks shall post signs informing users of requirements limiting idling to five minutes or less pursuant to Title 13 of the California Code of Regulations, Section 2485. The City shall verify signage has been installed prior to occupancy. |
| MM AQ-3 | High efficiency lighting shall be installed at the Project site. Building plans shall identify high efficiency lighting and shall be verified prior to occupancy. |
| MM AQ-4 | As part of the land use application for any gasoline dispensing facility, a health risk assessment (HRA) shall be prepared in accordance with SCAQMD Rule |

1401 and submitted to the City of Menifee Community Development Director prior to future discretionary development approval. The HRA shall be prepared in accordance with SCAQMD Rule 1401. If the HRA identifies health risk in excess of applicable SCAQMD thresholds, mitigation measures shall be incorporated to reduce impacts to the extent feasible.

IV. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
E. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
F. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Sources: CADRE-A, CADRE-B, CADRE-C, GP, GP EIR, MMC, MSHCP, RCA 2017, WEBB-B

Applicable General Plan Policies

- Goal OSC-8: Protected biological resources, especially sensitive and special status wildlife species and their natural habitats.
 - Policy OSC-8.1: Work to implement the Western Riverside County Multiple Species Habitat Conservation Plan in coordination with the Regional Conservation Authority.
 - Policy OSC-8.2: Support local and regional efforts to evaluate, acquire, and protect natural habitats for sensitive, threatened, and endangered species occurring in and around the City.
 - Policy OSC-8.4: Identify and inventory existing natural resources in the City of Menifee.
 - Policy OSC-8.5: Recognize the impacts new development will have on the City's natural resources and identify ways to reduce these impacts.
 - Policy OSC-8.8: Implement and follow MSHCP goals and policies when making discretionary actions pursuant to Section 13 of the Implementing Agreement.

Analysis of Project Effect and Determination of Significance

THRESHOLD IV.A: Less Than Significant with Mitigation Incorporated. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

General Plan EIR Summary

GP buildout has the potential to result in direct and indirect impacts to existing biological resources. This discussion identifies potential impacts that could result from future development at a programmatic level. Specific potential direct and indirect impacts resulting from individual future development projects will be analyzed on a case-by-case basis as they are submitted to the City. Impacts that may occur as a result of project implementation vary according to future proposed projects and include potential habitat loss and diminished habitat quality. Wherever future projects are implemented, the following impacts have the potential to occur:

- Direct loss of sensitive plants and/or communities from construction activities;
- Direct loss of disturbance of sensitive wildlife species from construction activities;
- Wildlife disturbance caused by the presence of humans, domestic animals, and vehicles adjacent to directly impacted areas;
- Artificial lighting that alters nocturnal wildlife activity;
- Alterations in the natural landscape with the placement of impermeable surfaces;
- Increased urban runoff, potentially containing herbicides, fungicides, pesticides, and fertilizer required to maintain turf and landscaping; and
- Increased habitat fragmentation with a potential corresponding decrease in species diversity and abundance.

Proposed planning actions could result in the permanent loss of habitat and species by allowing future development to occur. In addition, proposed planning actions have the potential to produce indirect impacts that could adversely modify the composition and value of wildlife and

habitat adjacent to development areas. These impacts from future projects would need to be analyzed on a case-by-case basis as such projects are submitted to the City.

As of December 2013, approximately 38 percent of the City's land was vacant, with approximately 34 percent developed with residential uses. Future proposed development projects would be reviewed to ensure that sensitive species are protected and impacts to their habitats are mitigated.

The City is a permittee of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and must thereby comply with the Reserve Assembly provisions as well as the provisions in Sections 6.1.2, 6.1.3, 6.3.2, and 6.1.4 of the MSHCP for projects proposed within the City. The implementation of the MSHCP at the project-specific level would minimize direct and indirect species impacts of future projects proposed in accordance with the GP.

Western Riverside County Multiple Species Habitat Conservation Plan. The MSHCP is a habitat conservation plan (HCP) and Natural Communities Conservation Plan (NCCP) of which the City is a permittee. Therefore, implementation of the proposed GP would be subject to the MSHCP. The City boundaries lie within the MSHCP Area and the southeastern portion of the City is located in a criteria area, specifically within Criteria Cells 5066 and 5168 that contribute to the Reserve Assembly for Proposed Core 2 and Proposed Constrained Linkage 17, respectively. The GP land use designation within Criteria Cells 5066 and 5168 is RR2 – Rural Residential 2-acre minimum, which permits single-family detached residences on large parcels of two to five acres. Limited agriculture, intensive equestrian, and animal keeping uses are expected and encouraged.

Per the MSHCP, projects proposed in the criteria area are subject to the JPR process through the Regional Conservation Authority. Since the GP EIR is a programmatic level review, there are no specific projects proposed that would require biological surveys needed for a JPR. Instead, the City would ensure that future discretionary projects within the MSHCP area conduct their own MSHCP consistency analyses. For projects specifically within the criteria area, the City would submit a JPR that would assess how the project affects Reserve Assembly, and other plan requirements of the MSHCP including Section 6.1.2, Protection of Species Associated with Riparian/Riverine Areas and Vernal Pool; Section 6.1.3, Protection of Narrow Endemic Plant Species; Section 6.3.2, Additional Survey Needs and Procedures; and Section 6.1.4, Guidelines Pertaining to the Urban/Wildlands Interface.

Additionally, payment of the MSHCP Local Development Mitigation Fee and compliance with all applicable requirements of the MSHCP provide full mitigation under CEQA, National Environmental Policy Act, Federal Endangered Species Act, and California Endangered Species Act for impacts to MSHCP-covered species and habitats. The MSHCP also addresses indirect impacts through Cores and Linkages, Criteria Cells, and MSHCP fees. Impacts to MSHCP-covered species would be potentially significant without mitigation. Mitigation Measure 4-1 was identified in the GP EIR to reduce impacts of the GP on special status species to less than significant (GP EIR, pp. 5.4-59 – 5.4-61).

Stephens' Kangaroo Rat Habitat Conservation Plan. The City is also subject to the Stephen's kangaroo rat Habitat Conservation Plan (SKR HCP). Implementation of the proposed GP within the City boundaries would be subject to impact fees under the SKR HCP, which are collected from new development pursuant to County Ordinance 663.10 within the SKR HCP boundary and applied to a fund that helps to secure and maintain conserved areas (i.e. land purchased or otherwise secured for this purpose). Payment of fees per the SKR HCP mitigates for development impacts to the SKR for projects within the SKR HCP boundaries. Impacts would be less than significant.

Project Impact Discussion

To determine whether the Project will exceed this threshold, the following factors are considered: whether listed species have been identified on or adjacent to the Project site, whether the Project site contains habitat suitable for listed species, and whether the Project site is located within a mapped area designated for focused surveys or other special conditions. Cadre Environmental prepared both a general MSCHP Habitat Assessment/Compliance Analysis dated September 4, 2019 (CADRE-A) and a Focused Burrowing Owl Survey dated September 4, 2019 (CADRE-B) for this Project as shown on **Figure 9 – Biological Study Area**. The findings of these reports are summarized below.

The proposed Project is located within the Sun City/Meniffee Valley Area Plan of the MSHCP. The Project site is not located within an MSHCP Criteria Area Cell, Group, or Linkage Area; therefore, conservation of the Project site is not required pursuant to the MSHCP (CADRE-A, p. 1). The Project site does not occur within a predetermined MSHCP Survey Area for narrow endemic or criteria area plant species (CADRE-A, p. 2). Likewise, the Project site does not occur within a predetermined Survey Area for amphibians or mammals (CADRE-A, p. 2). However, the Project site does occur completely within a predetermined Survey Area for burrowing owl (BUOW) (CADRE-A, p. 2).

The entire Project site was surveyed on April 26, 2016, January 31, 2019 and August 20, 2019; the two latter surveys include the offsite connection to Paloma Wash. During the site visits, sensitive species or those habitats potentially supporting sensitive flora or fauna that would be essential to efficiently implementing the terms and conditions of the MSHCP were sought.

The majority of the Project site is characterized as “non-native grassland/ruderal” (21.38 acres), followed with 11.18 acres of “field croplands,” 3.9 acres of “disturbed” lands from recent disking activities, 0.34 acre of “developed” lands (asphalt-paved portion of Holland Road), 0.26 acre of “agricultural ditch” and approximately 0.08 acre of the off-site Paloma Wash Channel connection (CADRE-A, p. 9). The offsite connection is also characterized as disturbed/ruderal vegetation that is primarily dominated by non-native invasive species. Representative distribution of these habitat types are provided on **Figure 10 – Onsite Plant Communities** and in photographs taken of the Project site on **Figure 11 – Site Photos**.

Animals identified during the Habitat Assessment by sight, call, tracks, nests, scat, remains, or other signs were recorded in field notes. **Table I – Animal Species Observed On-Site** identifies species documented onsite or within the vicinity during the site visit.

Table I – Animal Species Observed On-Site		
Species Observed On-Site		
Turkey vulture	Killdeer	European starling
Rock dove	Northern mockingbird	House sparrow
Mourning dove	Black phoebe	Western meadowlark
Western kingbird	Cliff swallow	House finch
California ground squirrel		
Source: CADRE-A, p. 11		

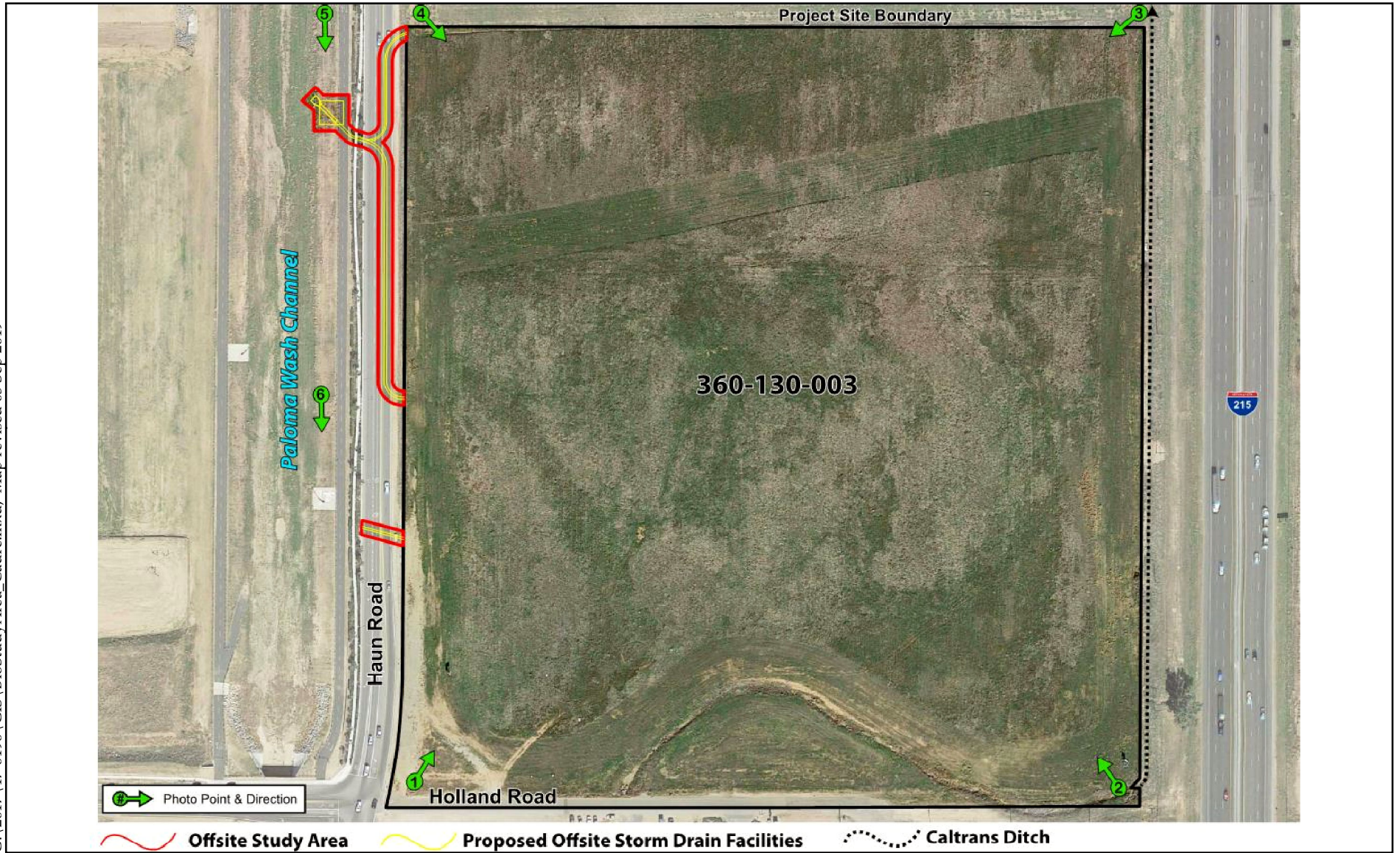
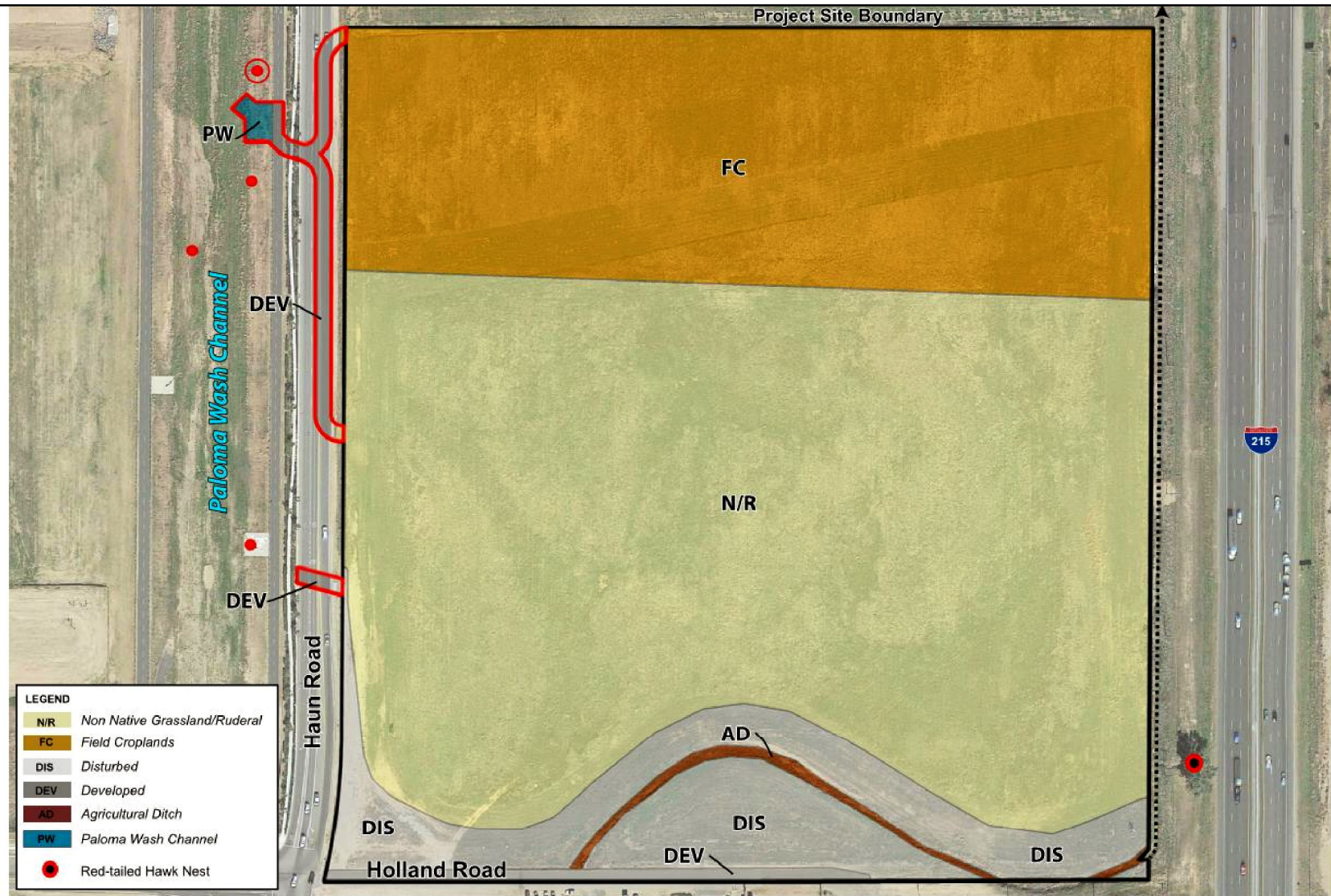


Figure 9 - Biological Study Area
Haun and Holland Mixed Use Center



Not to Scale



Offsite Study Area Caltrans Ditch Pair Burrowing Owls - Primary Burrow Matrix Satellite Burrows (Refugia)

Source: MSHCP Habitat Assessment, Cadre Environmental, Sept. 2019.



Not to Scale

Figure 10 - Onsite Plant Communities

Haun and Holland Mixed Use Center

Photograph 1 - Northeast view of Project Site from southwest corner near Holland Road and Haun Road intersection.



Photograph 2 - Northwest view of Project Site from southeast corner.



Photograph 3 - Southward view of offsite Paloma Wash channel Study Area



Photograph 4 - Southward view of existing southern tie-in structure located within the Paloma Wash channel



Source: MSHCP Habitat Assessment,
Cadre Environmental, Sept. 2019.

Figure 11 - Site Photos
Haun and Holland Mixed Use Center

The Habitat Assessment noted an active red-tail hawk nest within a eucalyptus tree located immediately adjacent to, and outside of, the southeast Project boundary. The Habitat Assessment also noted that the vegetation documented onsite and in the offsite study area represents potential habitat for ground-nesting bird species; however, this vegetation does not represent suitable habitat for the least Bell's vireo, southwestern willow flycatcher, and western yellow-billed cuckoo (special-status species) (CADRE-A, p. 2). Therefore, no additional surveys are required for these particular species (CADRE-A, p. 2).

The Habitat Assessment reported two sensitive bird species on the Project site (CADRE-A, p. 17). They are the grasshopper sparrow, a California Species of Special Concern (SSC), and the California horned lark, a California Watch List species. The MSHCP has determined that all of the sensitive species potentially occurring onsite have been adequately covered (MSHCP Table 2-2 Species Considered for Conservation Under the MSHCP Since 1999, 2004). In light of the active raptor nest observed adjacent to the Project site, mitigation measure **MM BIO-1** shall be implemented to ensure potential direct/indirect impacts to common and sensitive passerine and raptor species are reduced to a level below significance, as well as to comply with the federal Migratory Bird Treaty Act (MBTA).

Suitable BUOW burrows potentially utilized for refugia and/or nesting were documented adjacent to the Project site. In addition, foraging habitat was documented within and adjacent to the Project site (CADRE-A, p. 18). Based on the presence of suitable foraging and nesting habitat, and known occurrences of the species in close proximity to the Project site, focused BUOW surveys were conducted in March 2017, April 2019 (for the offsite improvements only), and August 2019 for the project site and offsite improvements by Cadre pursuant to the *MSHCP Survey Protocol* (2006).³

Initial focused burrowing owl surveys were conducted in the spring of 2017; due to the time lapse between that survey and the publication of this Initial Study/Mitigated Negative Declaration, a new focused survey was conducted. Four BUOW focused surveys were conducted in addition to the Habitat Assessment on August 20, 2019, as shown in **Table J – Focused Burrowing Owl Survey Schedule**. Pedestrian survey transects were spaced to allow 100% visual coverage of the ground surface. The distances between transect centerlines were no more than 20 meters (approximately 66 ft.) apart, and owing to the terrain, the distance between transects were often much smaller. During visual surveys, all potentially suitable burrow or structure entrances were investigated for signs of owl occupation, such as feathers, tracks, or pellets, and carefully observed to determine if BUOWs utilize these features, when present. All burrows were monitored at a short distance from the entrance, and at a location that would not interfere with potential owl behavior, when present.

³ <http://www.wrc-rca.org/mshcp-species-survey-protocols/>

Table J – Focused Burrowing Owl Survey Schedule			
Survey	Date	Conditions	Results
1	August 20, 2019	68°F to 82°F winds 2-10 mph no rain	No owls on Project site Pair of BUOW observed in Paloma Wash north of offsite improvements
2	August 22, 2019	70°F to 88°F winds 4-8 mph no rain	Same as 9/20/19
3	August 27, 2019	70°F to 86°F winds 2-8 mph no rain	Same as 9/20/19
4	August 29, 2019	72°F to 90°F winds 2-8 mph no rain	Same as 9/20/19
Source: Table 1 of CADRE-B, p. 6; Attachment D – Burrowing Owl Survey Area Map, p. 14			

The results of the BUOW focused surveys indicate that no characteristic signs of BUOWs were found on the Project site, such as white-wash, feathers, tracks, or pellets (CADRE-B, p. 8). Two pair of BUOW were documented by Cadre in Paloma Wash, north of the Project's offsite improvement area (CADRE-B, p.2). Mitigation measure **MM BIO-2** shall be implemented to reduce potential impacts to BUOW and other ground-nesting bird species that may colonize the site prior to the start of construction.

Project compliance with the MSHCP and GP EIR mitigation measure 4-1, all relevant regulations, and Conditions of Approval, and the incorporation of **MM BIO-1** and **MM BIO-2** will reduce potential impacts to special-status wildlife species to less than significant with mitigation incorporated.

THRESHOLD IV.B: Less Than Significant with Mitigation Incorporated. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

General Plan EIR Summary

GP buildout could have the following impacts to sensitive riparian habitats:

- Direct loss of sensitive plants and/or communities from construction activities;
- Alterations in the natural landscape with the placement of impermeable surfaces;
- Increased urban runoff, potentially containing herbicides, fungicides, pesticides, and fertilizers;
- Increased habitat fragmentation with a potential corresponding decrease in species diversity and abundance.

It is expected that all of the drainages depicted on Figure 5.4-7 of the GP EIR would be considered jurisdictional to state and federal agencies, requiring impacts to be mitigated through the regulatory permitting processes.

The drainages in the City are primarily ephemeral and unvegetated which would be considered riverine resources per the MSHCP. The east–west channel (Drainage 1 on GP EIR Figure 5.4-7) supports riparian vegetation just upstream of its confluence with Canyon Lake. Riparian scrub and riparian woodland occur in isolated patches within the other drainages in the southern portion of the City. Future development projects that affect these riparian resources would be required to comply with the requirements of Section 6.1.2 of the MSHCP and prepare a Determination of Biologically Equivalent or Superior Preservation (DBESP) that would outline the mitigation to reduce impacts. The mitigation measures are required to be biologically equivalent or superior to existing conditions. Project applicants must obtain the necessary permits from the RWQCB, the USACE, and CDFW. Riparian habitat impacts would be significant without mitigation. Mitigation Measure 4-2 of the GP EIR was identified to reduce impacts of the GP on riparian habitat to less than significant (GP EIR, p. 5.4-61).

Project Impact Discussion

Onsite plant communities are depicted on **Figure 10**, above. No sensitive plant communities were documented onsite or within the offsite Paloma Wash (CADRE-A, p. 17). A sensitive plant species, Smooth tarplant, was documented within the offsite improvement area. However, the Project site nor the offsite area are located within a predetermined Survey Area for MSHCP criteria area plant species. Thus, focused surveys and/or conservation are not required (CADRE-A, p. 20). Riparian,⁴ riverine,⁵ and vernal pool⁶ habitat communities are afforded special protections by the RWQCB, CDFW, and/or USACE. The MSHCP also provides a process for protection of certain aquatic resources to ensure that the biological functions and values of these areas are maintained such that habitat values for species inside the MSHCP conservation area are maintained (i.e. MSHCP Section 6.1.2). The Old Paloma Wash, Caltrans Ditch, and Paloma Wash are considered MSHCP riverine resources, as well as within the regulatory jurisdiction of the RWQCB, CDFW and USACE, as discussed below.

A Jurisdictional Delineation Report prepared by Albert A. WEBB dated April 2019 (WEBB-B) was prepared for the Project sight to determine the potential for jurisdictional features. Old Paloma Wash, located on the southern portion of the Project site, has been previously delineated as a potentially jurisdictional feature as part of the Holland Road/I-215 Overcrossing. That project's jurisdictional delineation is included in Appendix B of WEBB-B. Regulatory permitting for impacts to Old Paloma Wash and a portion of the Caltrans Ditch will be done separate from this Project as part of the development of the Overpass Project. As a Project Design Feature, Old Paloma Wash and the Caltrans Ditch (located on the east side of the Project) will be avoided by this Project and no further analysis is needed.

The Paloma Wash and the northerly segment of the Caltrans Ditch have also been delineated as potentially jurisdictional features. One component of the Project includes construction of a new storm drain connection from the Project site to the Paloma Wash that will result in permanent and temporary impacts over an area of 0.08 acre (3,485 SF). Implementation of mitigation measure **MM BIO-3** requires the Project applicant to obtain the appropriate permits for impacts to potentially jurisdictional aquatic features. If mitigation is required by the regulatory agencies for said impacts, then mitigation will be negotiated but may consist of an in-lieu fee payment to an authorized mitigation bank (with a preference for the funds to be used for in-

⁴ Riparian: Habitats which occur close to or depend on soil moisture from a nearby freshwater source and may support riparian species.

⁵ Riverine: Unvegetated, ephemeral channels that transport water supporting downstream resources.

⁶ Vernal pool: Seasonal wetlands that occur in depression areas that have wetlands indicators of all three parameters (soils, vegetation, and hydrology) during the wetter portion of the growing season but normally lack wetlands indicators of hydrology and/or vegetation during the drier portion of the growing season.

watershed rehabilitation or enhancement work in a similar feature as the one impacted by the Project).

Project compliance with all necessary regulations, the Project Design Feature as described above, GP EIR Mitigation Measure 4-2, the Conditions of Approval issued by the City, and incorporation of **MM BIO-3** will reduce potential impacts to sensitive habitats to less than significant with mitigation incorporated.

THRESHOLD IV.C: Less Than Significant with Mitigation Incorporated. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

General Plan EIR Summary

Potential development under the GP that may impact protected wetlands includes future private development, roads, or public facilities projects in and/or adjacent to sensitive habitats, including southern cottonwood/willow riparian, riparian scrub, open water/reservoir/pond, coast live oak woodland, and riversidean sage scrub.

Most of the drainages in the City are considered waters of the State under RWQCB jurisdiction. Drainages in the City as well as riparian vegetation associated with drainages are considered CDFW jurisdictional streambeds. Both Canyon Lake and Lake Elsinore have been determined by the USACE and the Environmental Protection Agency (EPA) to be traditional navigable waters and are under USACE jurisdiction. Any tributaries that have a significant link to Canyon Lake or Lake Elsinore would also fall under the jurisdiction of the USACE as waters of the U.S. Future development projects that would directly or indirectly impact these drainages and/or tributaries would be required to obtain permits from the applicable agencies.

The drainages within the City are primarily ephemeral and unvegetated. However, the east-west channel (Drainage 1 of GP EIR Figure 5.4-7) supports riparian vegetation just upstream of its confluence with Canyon Lakes. It is expected that over time, if additional drainage occurs within these drainages, that more riparian vegetation would occur, requiring mitigation (through the regulatory permitting process and MSHCP) if impacts occur. Riparian scrub and riparian woodland occur in isolated patches within the drainages in the southern portion of the City and may also be included in required mitigation.

If development is in wetland areas, state and federal laws and regulations would be implemented to protect resources from development through the USACE Section 404 permitting process, the California Wetlands Conservation Policy, and compliance with applicable MSHCP policies. The California Wetlands Conservation Policy is intended to ensure no net loss of wetlands occurs within the State.

Additionally, wetlands are protected under Section 6.1.2 of the MSHCP, which outlines the requirements and protection of riparian areas and/or vernal pools. Future development projects would comply with conditions of any required permits from RWQCB, USACE, and CDFW, and provisions of the MSHCP. Jurisdictional water impacts would be significant without mitigation. Mitigation Measure 4-2 identified in the GP EIR was identified to reduce impacts of the GP on riparian habitat to less than significant (GP EIR, pp. 5.4-61 – 5.4-62).

Project Impact Discussion

A MSCHP Determination of Biologically Equivalent or Superior Preservation (DBESP) was prepared by Cadre Environmental dated April 2019 (referenced as CADRE-C) for the Project. A

draft of that report was provided to the CDFW and the United States Fish and Wildlife Services (USFWS) to review and comment. The DBESP findings are summarized below.

The Project site does not contain features exhibiting wetland indicators (i.e., wetland hydrology, vegetation, or soils) (WEBB-B, p. 21). Likewise, the Project site does not contain a seasonal depression or vernal pool (CADRE-A, p. 19). Old Paloma Wash located outside the southern boundary of the Project, and the Caltrans Ditch along the eastern boundary of the Project will be avoided by the Project as shown on **Figure 5** and no impacts to these features will occur. The Project will impact Paloma Wash during construction of the storm drain outfall structure along the easterly bank, consisting of a total area of 0.08 acre. Mitigation measure **MM BIO-3** shall be implemented which requires the Project applicant to obtain the appropriate permits for impacts to potentially jurisdictional aquatic features. If mitigation is required by the regulatory agencies for said impacts, then mitigation will be negotiated but may consist of an in-lieu fee payment to an authorized mitigation bank (with a preference for the funds to be used for in-watershed rehabilitation or enhancement work in a similar feature as the one impacted by the Project).

As previously mentioned, the Project will not connect to the Caltrans Ditch located just to the east of the site. This ditch is potentially jurisdictional by the regulatory agencies. However, it is unknown at this time whether the future specific development on the six parcels would completely avoid the Caltrans Ditch. Should the owner/developer of each parcel decide to connect their individual storm drain system to the Caltrans Ditch, then mitigation measure **MM BIO-4** requires preparation of a DBESP Report for impacts to MSHCP Riparian/Riverine resources which will describe the mitigation needed for future projects to meet the criteria of biologically equivalent or superior preservation. **MM BIO-3** would also require authorizations from the regulatory agencies, as needed. Additional mitigation by the regulatory agencies will be negotiated but may be required of each applicant that impacts the Caltrans Ditch in order to issue the authorizations. Therefore, through compliance with applicable regulations which includes **MM BIO-3** and **MM BIO-4**, GP EIR mitigation measure 4-2, and Conditions of Approval issued by the City, potential impacts to state or federally protected wetlands and waterways, including waters of the State and waters of the U.S., are less than significant with mitigation incorporated.

THRESHOLD IV.D: Less Than Significant Impact. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

General Plan EIR Summary

Any proposed project considered for approval according to the GP would be subject to the MSHCP. As shown on Figure 5.4-3 in the GP EIR, Proposed Core 2 and Proposed Constrained Linkage 17 traverse the southeastern portion of the City boundary. As projects are proposed in the City, an evaluation would be performed of how the project might contribute to or conflict with assembly of the MSHCP Conservation Area consistent with reserve configuration requirements.

Overall buildout of the GP would affect wildlife movement. However, the majority of the City is not located within designated or known wildlife corridors or movement areas. A portion of Proposed Constrained Linkage 17, located in the southeastern portion of the City, is intended to provide a movement corridor for species. Per the MSHCP, projects proposed in the Criteria Area are subject to the Joint Power Review (JPR) process through the Regional Conservation Authority. For projects specifically within Criteria Area, the City would submit a JPR that would assess how the project affects Reserve Assembly and other plan requirements. Consistency with the MSHCP will ensure that areas needed to provide a linkage or core for wildlife

movement are conserved and that the project complies with the Reserve Assembly of the MSHCP. Migratory wildlife corridor impacts would not be significant (GP EIR, p. 5.4-62).

Project Impact Discussion

The Habitat Assessment prepared by Cadre determined that the Project site does not represent a wildlife travel route, wildlife crossing, or regional movement corridor between large open space habitats due to the proximity of busy roads, and developed, and disturbed lands. Also, the Project site is not located within a MSHCP-designated core, extension of existing core, non-contiguous habitat block, constrained linkage, or linkage area (CADRE-A, p. 13). Further, the Project site is not located adjacent to extensive native open space. The Project site is bordered by Haun Road to the west, the I-215 to the east, a vacant field followed by multi-use development to the north. The southern boundary is bounded by Holland Road, industrial development and undeveloped disturbed lands as reflected on **Figure 9**. Given that the Project site is located in an urbanized area surrounded by development, impacts to wildlife movement will be less than significant and no mitigation measures are required.

THRESHOLD IV.E: Less Than Significant Impact. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

General Plan EIR Summary

Development projects may require removal of mature trees that may impact nesting birds. The Migratory Bird Treaty Act (MBTA) governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. It prohibits the take, possession, import, export, transport, sale, purchase, barter, or offering of these activities, except under a valid permit or as permitted in the implementing regulations. U.S. Fish and Wildlife Service (USFWS) administers permits to take migratory birds in accordance with MBTA regulations. Projects would be required to comply with mitigation measures 4-3, 4-4, and 4-5 as identified in the GP EIR (GP EIR, pp. 5.4-62 – 5.4-63, 5.4-65 – 5.4-66).

Project Impact Discussion

The Project site and offsite Paloma Wash is vacant and dominated by non-native grassland/ruderal, field croplands, and developed/disturbed habitats. There are no oak or mature trees documented within or adjacent to the Project site (CADRE-A, p. 17). Therefore, the proposed Project will not involve the removal of a “Heritage Tree” as defined in the City’s Tree Preservation Ordinance (MMC, Chapter 9.200). Consequently, the Project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Impacts will be less than significant and no mitigation measures are required.

THRESHOLD IV.F: Less Than Significant with Mitigation Incorporated. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

General Plan EIR Summary

Refer to the GP EIR Summary section under *Threshold IV.A* and *IV.E*.

Project Impact Discussion

The Stephens’ Kangaroo Rat Habitat Conservation Plan (SKR HCP) establishes a mechanism for the long-term conservation of the species. Potential impacts to the SKR are mitigated on a regional basis through compliance with the SKR HCP. The Project site is located within the Fee

Area boundary of the SKR HCP and the Project applicant will pay all applicable fees pursuant to County Ordinance 663.10 to mitigate potential impacts to this species. Therefore, the Project is consistent with the SKR HCP and no mitigation is required.

The Project site is located within the boundaries of the Western Riverside County MSHCP. The Project site is located within the Sun City/Menifee Valley Area Plan of the MSHCP; however, it is not located within the MSHCP Criteria Area. This means that the Project site is not in an area contemplated to be set aside for conservation. Therefore, the Project site is not subject to the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) or Joint Project Review (JPR) process (CADRE-A, p. 1). The closest Criteria Cell is Cell No. 5066, which is located approximately 2.7 miles southeast of the Project site. The Project will be required to pay the MSHCP Local Development Mitigation Fee as established and implemented by the City.

In accordance with the MSHCP, the proposed Project was also reviewed for consistency with the MSHCP Section 6.1.2 (*Protection of Species Associated with Riparian/Riverine Areas and Vernal Pool*), Section 6.1.3 (*Protection of Narrow Endemic Plant Species*), Section 6.1.4 (*Guidelines Pertaining to the Urban/Wildlands Interface*), Section 6.3.2 (*Additional Survey Needs and Procedures*), and Section 6.4 (*Fuels Management*). The Project's consistency with each of these sections is discussed below.

MSHCP Section 6.1.2: Protection of Species within Riparian/Riverine Areas and Vernal Pools. Riparian/Riverine areas are lands which contain habitat dominated by trees, shrubs, persistent emergents, or emergent mosses and lichens which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with freshwater flow during all or a portion of the year. Vernal pools are seasonal wetlands that occur in depression areas that have wetland indicators of all three parameters (soil, vegetation, and hydrology) during the wetter portion of the growing season but normally lack wetlands indicators of hydrology and/or vegetation during the drier portions of the growing season.

Section 6.1.2 of the MSHCP requires habitat assessments (and focused surveys where suitable habitat is present) for riparian bird species with MSHCP survey requirements, including the least Bell's vireo, southwestern willow flycatcher, and western yellow-billed cuckoo.

No suitable habitat for the least Bell's vireo, southwestern willow flycatcher, or western yellow-billed cuckoo was detected within or adjacent to the Project site, including the offsite Paloma Wash (CADRE-A, pp. 2-3). The Old Paloma Wash, Caltrans Ditch, and Paloma Wash are MSHCP riverine resources. Because the Project will impact Paloma Wash for construction of a storm drain outfall structure (0.08 acre), the DBESP report was prepared and it outlines proposed mitigation to the regulatory agencies for said impact that is anticipated to meet the biologically equivalent or superior alternative criteria to comply with the MSHCP Section 6.1.2 (CADRE-C). Mitigation measure **BIO-3** shall be implemented which requires the Project applicant to obtain the appropriate permits for impacts to potentially jurisdictional aquatic features. Should subsequent development of the six onsite parcels propose impacts to any of the drainage features described herein, jurisdictional and MSHCP riverine resources may be impacted. Mitigation measure **MM BIO-4** will require that a DBESP is prepared for potential riverine impacts. With incorporation of **MM BIO-3** and **MM BIO-4**, the proposed Project is consistent with MSHCP Section 6.1.2.

MSHCP Section 6.1.3: Protection of Narrow Endemic Plant Species. Under MSHCP Section 6.1.3, site-specific focused surveys for narrow endemic plant species are required where appropriate or suitable habitat is present within the Narrow Endemic Plant Species Survey Area (NEPSSA). The Project site is not within a predetermined NEPSSA Survey Area; therefore, no additional surveys are warranted. Consequently, the Project is consistent with MSHCP Section 6.1.3.

MSHCP Section 6.1.4: Guidelines Pertaining to Urban Wildlands Interface. Section 6.1.4 outlines policies intended to minimize the indirect effects associated with locating development in close proximity to the MSHCP Conservation Area. To minimize these indirect effects, guidelines in Section 6.1.4 of the MSHCP shall be implemented in conjunction with the review of individual public and private development projects that are located in proximity to the MSHCP Conservation Area. The review of such implementing development and infrastructure projects is required to address drainage, toxics, lighting, noise, invasive species, barriers, and grading/land development.

The proposed Project site is located over 2.7 miles to the northwest of the closest Criteria Cell and is separated from this cell by a variety of existing residential, commercial, and industrial uses. Therefore, implementation of the proposed Project is consistent with MSHCP Section 6.1.4 and no mitigation is proposed.

MSHCP Section 6.3.2: Additional Survey Needs and Procedures. The MSHCP requires additional surveys for certain species if a project is located within areas that have been identified as having suitable habitat for particularly vulnerable species. The Project site is not located within a predetermined Survey Area for MSHCP criteria area plant species, amphibians or mammals; therefore, no additional surveys are required for plant, amphibian or mammal species (CADRE-C, p. 18).

The entirety of the Project site occurs within a predetermined Survey Area for BUOW, and suitable BUOW habitats were identified during the Habitat Assessment conducted by Cadre initially on April 26, 2016 and subsequently updated on August 20, 2019 (CADRE-A, p. 7). As discussed above, focused BUOW surveys were performed at the site on three occasions, consistent with MSHCP approved methodology (CADRE-B). No BUOW or characteristic signs were detected on Project site during any of the surveys; however, a pair of BUOW were observed north of the proposed offsite improvements to Paloma Wash in August 2019, during these focused survey efforts (CADRE-B, p. 2). Mitigation measure **MM BIO-2**, which requires 30-day preconstruction surveys for BUOWs, will be implemented to reduce impacts to less than significant. Therefore, the Project is consistent with MSHCP Section 6.3.2.

MSHCP Section 6.4: Fuels Management. Section 6.4 of the MSHCP focuses on hazard reduction for human safety in a manner compatible with public safety and conservation of biological resources. According to the Fuels Management Guidelines of the MSHCP, new development that is planned adjacent to the MSHCP Conservation Area, or other undeveloped areas, shall incorporate brush management within the development boundaries and shall not encroach into the MSHCP Conservation Area.

The proposed Project site is not located adjacent to an existing or proposed MSHCP Conservation Area (CADRE-A, p. 21). Therefore, the Project is consistent with MSHCP Section 6.4 and no mitigation is required.

In sum, the proposed Project is consistent with MSHCP Sections 6.1.2, 6.1.3, 6.1.4, and 6.4. With implementation of mitigation measure **MM BIO-2** to reduce impacts to BUOW to less than significant, the proposed Project will be consistent with MSHCP Section 6.3.2. With implementation of mitigation measures **MM BIO-3** and **MM BIO-4** to reduce impacts to biological resources to less than significant, the proposed Project will be consistent with MSHCP Section 6.1.2. The Project will also implement GP EIR Mitigation Measures 4-1, 4-2, 4-3, 4-4, and 4-5. The Project applicant will pay the SKR HCP fees as required to be consistent with this plan. Therefore, implementation of the proposed Project will not conflict with the provisions of the MSHCP or SKR HCP and impacts will be less than significant with mitigation incorporated.

Conditions of Approval

None

Mitigation Measures

The following mitigation measures from the GP EIR are applicable to the Project (the Project has already complied with mitigation measures MM 4-1 and MM 4-2):

- MM 4-1: Prior to project approvals, project applicants shall have a habitat assessment prepared by a qualified biologist for projects on undeveloped sites. The habitat assessment report shall be submitted to the City of Menifee Community Development Department prior to project approvals.
 - If the findings of the habitat assessment show no sensitive species or suitable habitat occur on site, then no additional surveys or mitigation measures are required.
 - If the potential for sensitive species exist or suitable habitat exists on site, focused surveys or mitigation, if identified in the habitat assessment, shall be completed. Focused surveys conducted in the appropriate season for each species, as identified in the habitat assessment report, shall be conducted to determine presence/absence status.
 - If no sensitive species are identified through focused surveys, then no additional surveys or mitigation measures are required.
 - If suitable habitat for federal- or state-listed species, or if federal- or state-listed species are identified on the site, then the biologist conducting the habitat assessments shall recommend measures to avoid impacts to the affected species or provide compensatory mitigation for such impacts.
 - If suitable habitat for federal- or state-listed species, or if federal- or state-listed species are identified on the site, then the project applicant must consult with the US Fish and Wildlife Service and/or the California Department of Fish and Wildlife regarding avoidance and/or mitigation of impacts to those species.
- MM 4-2: Prior to project approvals, project applicants shall have the project site assessed for potential jurisdictional waters, wetlands, and/or riparian habitat by a professional biologist qualified to conduct jurisdictional delineations.
 - If potential jurisdictional area is identified on the project site, the applicant shall have a full jurisdictional delineation completed by a qualified professional. The findings of the delineation shall be presented in a report. The qualified professional shall recommend mitigation measures in the report for avoiding, or compensating for, impacts to waters, wetlands, and riparian habitats. Jurisdictional delineation reports shall be presented to the U.S. Army Corps of Engineers, Santa Ana Regional Water Quality Control Board or San Diego Regional Water Quality Control Board, and/or California Department of Fish and Wildlife for concurrence. Mitigation measures for impacts to jurisdictional waters, wetlands, and riparian habitat shall be determined by those agencies.
- MM 4-3: Prior to the issuance of grading permits for private development projects or prior to construction for public agency contracts, during the nesting season, February 1 to August 31, a preconstruction/pre-grading field survey shall be conducted by a qualified biologist to determine if active nests of species protected by the Migratory Bird Treaty Act (MBTA) or the California Fish and Wildlife Code are present in the construction zone.

- If active nests are not located within the project area an appropriate buffer shall be established (i.e., 500 foot radius of an active listed species or raptor nest, 300 foot for other sensitive or protected bird nests (non-listed), or 100 foot for sensitive or protected songbird nests). Construction may be conducted during the nesting/breeding season outside the buffer.
- If active nests are located during the pre-activity field survey, no grading or heavy equipment activity shall take place within at least 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected species under MBTA or California Fish and Wildlife Code, bird nests (non-listed), or within 100 feet of sensitive or protected songbird nests until the nest is no longer active
- MM 4-4: Within 30 days prior to commencement of grading and construction activities, projects within the mapped Burrowing Owl survey area shall have a preconstruction survey for resident Burrowing Owls conducted by a qualified biologist. These surveys shall be required, in addition to the habitat assessment and focused surveys that would be required under Section 6.3.2 of the MSHCP. If ground-disturbing activities in these areas are delayed or suspended for more than 30 days after the preconstruction survey, the area shall be resurveyed for owls. Take of active nests shall be avoided. The preconstruction survey and any relocation activity shall be conducted in accordance with MSHCP instructions and/or guidelines and coordinated with the Regional Conservation Authority following accepted protocols.
- MM 4-5: The City shall continue to participate in the Stephens' Kangaroo Rat Habitat Conservation Plan including collection of mitigation fees for future projects.

The following Project-specific mitigation measures related to biological resources are relevant to the Project:

MM BIO-1 Nesting Bird Survey. Prior to issuance of a grading permit, for any construction to take place between February 1st and September 15th, a qualified biologist shall be retained and required to conduct a nesting bird survey(s) no more than three (3) days prior to initiation of grading to document the presence or absence of nesting birds within or directly adjacent (within 100 feet) to the Project Site. Construction beginning outside the nesting season (between September 16th and January 31st) does not require pre-removal nesting bird surveys. A report of the findings prepared by a qualified biologist shall be submitted to the City of Menifee for review and approval prior to construction that has the potential to disturb any active nests during the nesting season. Any nest permanently vacated for the season would not warrant protection pursuant to the MBTA.

The nesting bird survey(s) shall focus on identifying any passerine or raptor nests that would be directly or indirectly affected by construction activities. If active nests are documented, species-specific measures shall be prepared by a qualified biologist and implemented to prevent abandonment of the active nest. A minimum exclusion buffer of 100 feet shall be maintained during construction until the young have fledged, depending on the species and location. The perimeter of the nest setback zone shall be fenced or adequately demarcated with stakes and flagging at 20-foot intervals, and construction personnel and activities restricted from the area. A survey report by a qualified biologist verifying that no active nests are present, or that the young have fledged, shall be submitted to the City of Menifee for review and approval prior to initiation of grading in the nest-setback zone. The qualified biologist shall serve as a

construction monitor during those periods when construction activities occur near active nest areas to ensure that no inadvertent impacts on these nests occur.

MM BIO-2 Preconstruction Burrowing Owl Survey. Prior to issuance of a grading permit, a preconstruction survey shall be conducted by a qualified biologist no more than 30 days prior to the initiation of construction to ensure protection for the burrowing owl and compliance with the conservation goals outlined in the MSHCP. The survey will be conducted in compliance with both MSHCP and CDFW guidelines. A report of the findings prepared by a qualified biologist shall be submitted to the City of Menifee for review and approval prior to any permit or construction activities. If burrowing owls are detected onsite during the 30-day preconstruction survey, and if it also occurs during the breeding season (February 1st to August 31st), then construction activities shall be limited to no more than 300 feet from active burrows until a qualified biologist has confirmed that nesting efforts are completed or not initiated. In addition to monitoring breeding activity, if construction is proposed to be initiated during the breeding season or active relocation is proposed, a burrowing owl mitigation plan will be developed based on CDFW and USFWS requirements for the relocation of individuals to the Lake Mathews Preserve, or as determined by the above-noted wildlife agencies.

MM BIO-3 Regulatory Permits. Prior to issuance of a grading permit, implementing project shall obtain and provide to the City, authorizations for impacts to jurisdictional areas regulated by U.S. Army Corps of Engineers (Sections 401 of Clean Water Act), Regional Water Quality Control Board (Section 404 of the Clean Water Act), and California Department of Fish and Wildlife (Section 1600 of California Fish and Game Code). Permits shall include measures to replace any vegetation removed during construction that is affiliated with the jurisdictional area. If these regulatory agencies determine that a permit is not needed, evidence of that finding shall also be provided to the City.

MM BIO-4 DBESP. Prior to issuance of a grading permit, any implementing projects requiring improvements that include storm drain connections to the Caltrans Ditch, shall prepare a Determination of Biologically Equivalent or Superior Preservation (DBESP) report to determine the jurisdictional limits of the ditch as well as required mitigation for impacts to jurisdictional areas regulated by U.S. Army Corps of Engineers (Sections 401 of Clean Water Act), Regional Water Quality Control Board (Section 404 of the Clean Water Act), and California Department of Fish and Wildlife (Section 1600 of California Fish and Game Code).

V. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A. Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

B. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: AE-A, GP EIR

Applicable General Plan Policies

- Goal OSC-5: Archaeological, historical, and cultural resources that are protected and integrated into the City's built environment.
 - Policy OSC-5.1: Preserve and protect significant archeological, historic, and cultural sites, places, districts, structures, landforms, objects and native burial sites, and other features, such as Ringing Rock and Grandmother Oak, consistent with state law.
 - Policy OSC-5.3: Preserve sacred sites identified by the Pechanga Band of Luiseño Indians and Soboba Band of Luiseño Indians, such as tribal burial grounds, by avoiding activities that would negatively impact the sites.
 - Policy OSC-5.5: Establish clear and responsible practices to identify, evaluate, and protect previously unknown archeological, historic, and cultural sites, following CEQA and NEPA procedure.

Analysis of Project Effect and Determination of Significance

THRESHOLD V.A: Less Than Significant Impact. Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?

General Plan EIR Summary

Historic structures and sites that are eligible for National Register of Historic Resources listing may be vulnerable to development activities associated with buildout of the proposed Land Use Plan. Table 5.5-1 in the GP EIR lists two historic sites that would be eligible for listing on a historic register. In addition, other structures that could meet the National Register criteria upon reaching 50 years of age might be impacted by development activity. Three structures in Romoland over 50 years old are listed on GP EIR Table 5.5-1. Structures in Quail Valley and Sun City are reaching 50 years or more of age and qualify for consideration as historical resources. As examples of community planning, they may have local or regional importance. At the time development or redevelopment projects are proposed, the project-level CEQA document would need to identify any impacts to known or potential historic sites and structures. The CEQA Guidelines require a project that will have potentially adverse impacts on historical resources to conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties. Historical Resource impacts would be less than significant (GP EIR, p. 5.5-15).

Project Impact Discussion

A Cultural Resources Assessment was prepared for the proposed Project by Applied Earthworks dated April 2019 (AE-A). A cultural resources literature and records search were conducted on May 4, 2016 to determine whether any prehistoric or historic-period resources had been previously recorded within or near the Project's 43-acre Area of Potential Effects (APE) (AE-A, pp. 1 and 37; see Figure 1-2 on p. 3 for Project APE). The scope of the records search included the Project APE and all the land within a one-mile radius of the Project APE. Results of this search indicate that no less than 69 cultural resource investigations have been

conducted within a one-mile radius of the Project APE between 1965 and 2013. One of these studies, which was completed by CRM Tech in 2007 (RI-07293), involved 100 percent of the overall Project APE. As a result of these and other similar studies, 21 cultural resources have been documented within a one-mile radius of the Project APE.

The vast majority of these are prehistoric sites ranging from isolated bedrock outcrops with milling features (occasionally associated with sparse lithic scatters) to complex residential sites with middens containing a variety of artifact types, bedrock milling features, and panels of rock art; these sites invariably occur around the isolated bedrock outcrops, rocky knolls, ridgelines, inselbergs, and adjacent drainages to the south of the Project APE. Other resources recorded previously within one-mile of the Project APE include a discontinuous rock wall of unknown age and function and a historical ranch complex dating to 1907. No cultural resources have been previously identified, and no other eligible historic properties or landmarks have been recorded or listed within the boundaries of the Project APE or within a one-mile radius of the Project APE (AE-A, p. 37).

Historical maps consulted during the cultural resource literature and records search by AE include the General Land Office survey plat map for Township 6 South/Range 3 West (1860), Elsinore, CA 30' USGS topographic quadrangle (1901), Murrieta, CA 15' USGS topographic quadrangle (1942), and the Romoland, CA 7.5' USGS topographic quadrangle (1953). In addition, historical aerial photographs dating back to 1938 were examined to obtain information on historical land use practices. Examination of historical aerial photographs indicates that portions of the Project APE were under cultivation as early as 1938. Although no historic period structures or other features of historical interest are shown within the Project APE, a channelized drainage is depicted on historical maps and photographs running immediately east of the Project APE (AE-A, pp. 37, 50).

A cultural resource pedestrian survey of the Project APE was performed by AE on April 29, 2016 and of the offsite connection on February 7, 2019. The Project APE was found to consist of a gently undulating, open agricultural field that has been allowed to go fallow. The pedestrian survey was completed using parallel north-south running transects spaced at approximate 39-50 foot (12-15 meter) intervals. Ground surface visibility varied between the periphery and central areas of the site. The periphery (approximately 20-25 percent of the Project APE) had excellent ground surface visibility (90-100 percent ground surface visible) due to recent plowing. However, the central portions of the Project APE had not been plowed recently and therefore had poor to moderate ground surface visibility (20-60 percent of ground surface visible). Agricultural activities appear to have disturbed the upper layer of native sediment throughout the Project APE. Other man-made disturbances noted during the pedestrian survey include the installation of underground utilities (Verizon) along the southern and western boundaries of the Project APE and an above-ground power transmission line has been constructed along the eastern boundary and eastern half of the southern boundary. Further, what appears to be an Eastern Municipal Water District (EMWD) monitoring well has been constructed along the southern edge of the creek drainage at the southeastern corner of the Project APE. Finally, piles and scatters of modern refuse and construction debris are prevalent along the southern and western boundaries near the edges of Holland and Haun Roads, respectively (AE-A, pp. 47-50). For the offsite connection, a supplemental survey conducted by AE on February 7, 2019, found that the additional acres added to the Project APE (the storm drain connection to Paloma Wash), is currently a constructed, graded drainage with bike and walking paths on both the east and west sides of the drainage. The area is entirely disturbed and there is little potential for archaeological resources. No cultural resources were identified during the supplemental survey (AE-A, p. 50).

No prehistoric or historical cultural resources were identified during the pedestrian survey of the Project APE. Furthermore, extant geological data indicates that the surface soils within the Project APE are characterized by Pleistocene-aged deposits that have remained relatively stable for millennia, and that predate human entrance into the area by several thousand years. As such, the likelihood of finding intact subsurface archaeological deposits within the Project APE is minimal (AE-A, p. 50).

No prehistoric or historical cultural resources were identified during preparation of the Assessment. Moreover, it is unlikely that intact subsurface archaeological remains are present within the Project APE. The parcel has been disturbed extensively by agricultural activities (i.e., plowing/disking) and by installation of underground utilities, a transmission line, and a monitoring well. The off-site improvement area (covered in the supplemental survey) is entirely disturbed and currently a constructed, graded drainage with bike and walking paths on both the east and west sides of the drainage. Further, the geological setting indicates that the Project APE is considered to have a low sensitivity to contain any intact archaeological deposits in subsurface contexts. Therefore, no further cultural resource management of the Project APE is recommended by AE (AE-A, p. 51). Through compliance with all applicable regulations and Conditions of Approval from the City, the Project's impacts to historical resources are less than significant and no mitigation measures are required.

THRESHOLD V.B: Less Than Significant Impact. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

General Plan EIR Summary

There are over 250 historical resources (prehistoric, historic archaeological, and historical structures and sites) within the City boundaries. Thus, the potential to uncover significant archaeological resources within the City during development activities is considered high. This finding is based on previous finds and the following:

- Many archaeological and historical surveys have been conducted within the City; however, the entire area has not been investigated for cultural resources;
- The increase in development and the subsurface grading that ensues would have an adverse impact to unknown archaeological sites and features. Several sites and isolated artifacts already have been recorded where previously surface investigations did not reveal cultural resources. It is anticipated that buried prehistoric sites that date 8,000 to 3,000 years ago also may be found within the City boundaries. Ancient alluvium sediments could contain very early prehistoric sites;
- Professional standards for archaeological and historical resource documentation, recordation, and interpretation have improved and will continue to improve. Early archaeological reports did not conduct many of the analyses that are considered standard today, such as faunal, soils, geomorphology, and palynology studies. New techniques for dating will reveal new facts about the prehistory of the area.

The entire City is considered sensitive for archaeological resources. Implementation of Mitigation Measures 5-1 through 5-4 identified in the GP EIR would reduce impacts to less than significant (GP EIR, pp. 5.5-15 – 5.5-17).

Project Impact Discussion

As a means to evaluate the potential for any archaeological resources that might be known to local Native American Tribes and not reported in the Eastern Information Center (EIC) records search, AE also requested a search of the Sacred Lands File (SLF) from the Native American

Heritage Commission (NAHC). The results of this search indicate that there are no documented Native American cultural resources within the immediate Project APE listed in the SLF (AE-A, p. 44).

By request of the NAHC, 35 different Native American individuals and organizations were contacted by AE on May 5, 2016 (with follow-up attempts on May 23, 2016 and May 27, 2016) to elicit information on Native American resources within the Project APE (AE, p. 44). As of June 3, 2016, eight responses have been received and their responses are summarized below (AE-A, pp. 45-46):

- Mr. Joseph Ontiveros of the Soboba Band of Luiseño Indians (Soboba) requested: 1) consultation be initiated between the Project proponent and the lead agency; 2) a transfer of information to the Soboba regarding the progress of the Project; 3) that Soboba act as a consulting tribal entity for the Project; 4) that a Native American monitor be present during any ground disturbing activities; and 5) proper procedures be taken and the request of the Tribe honored⁷.
- Ms. Patricia Garcia-Plotkin, the Tribal Historic Preservation Officer for the Agua Caliente Band of Cahuilla Indians (ACBCI), stated that although the Project APE was not located within the boundaries of the ACBCI, it is within the Tribe's Traditional Use Area; the ACBCI stated that they would defer to the Soboba.
- Mr. Terry Hughes, Tribal Administrator for the Santa Rosa Band of Mission Indians stated that he would defer to the Soboba Band of Luiseño Indians who are closer to the Project APE.
- Mr. Michael Mirelez, Cultural Resource Coordinator for the Torres-Martinez Desert Cahuilla Indians stated that he would defer to the Soboba Band of Luiseño Indians who are closer to the Project APE.
- The Rincon Band of Mission Indians noted that the Project is not within Rincon's historic boundaries and deferred to the Pechanga Band of Luiseño Indians or the Soboba Band of Luiseño Indians.
- Ms. Judy Stapp, Director of Cultural Affairs for the Cabazon Band of Mission Indians, stated that the Project is located outside of Tribe's current reservation boundaries, but within an area that may be considered a Traditional Use Area. She had no specific archival information indicating that the Project APE may be a sacred/religious site or other site of Native American traditional cultural value. However, the Tribe recommends there be an archaeologist on-site during all ground-disturbing activities to monitor for unanticipated discoveries.
- Ms. Denisa Torres, Cultural Resource Manager for the Morongo Band of Mission Indians, stated that the Tribe had no concerns regarding the Project.
- Mr. Charles Devers, Cultural Committee for the Pauma Band of Luiseño Indians, noted that the Tribe was not aware of any cultural resources within the area. He requested subsurface investigations be conducted to ensure that buried archaeological remains would not be impacted by the Project. In addition, he requested that the Pauma Band of Luiseño Indians should be contacted if any archaeological remains were identified during Project construction.

⁷ All responses are included in an appendix of AE-A, except for the response letter from the Soboba Band of Luiseño Indians, who requests that their response be summarized in the report and not included in the appendix due to the confidential nature of the letter (AE-A, p. 45).

Details regarding AB 52 consultation is contained in the Tribal Cultural Resources Section of this MND. Because no archaeological resources were identified from the records searches and the field survey as identified in the Assessment, and that the disturbed conditions at the site and geological setting make it unlikely that intact subsurface archaeological remains are present on the Project site, impacts to archaeological resources are not expected.

However, the Soboba Band of Luiseño Indians, the Cabazon Band of Mission Indians, and the Pauma Band of Luiseño Indians have made specific requests in regard to the Project, as outlined above. (AE-A, p. 50). As such, standard Conditions of Approval have been incorporated into the Project to address the Tribe's concerns. The Pechanga Band of Mission Indians engaged in government-to-government consultation through the AB52 process as outlined in the Tribal Cultural section of this MND.

GP Mitigation Measures 5-1 through 5-4 identified in the General Plan EIR generally require preparation of cultural resources investigations and consultation with Native American tribes. Preparation of additional investigations and NAHC consultation have already been conducted for the Project, and the results have been incorporated into this analysis. Although it has been determined that the potential for archaeological deposits to exist at the Project site is low, the City will apply Standard Conditions of Approval 1 through 8 to the Project to ensure that no significant impacts related to tribal cultural resources would occur as a result of the Project. Through compliance with applicable regulations and Conditions of Approval from the City, Project implementation will have a less than significant impact to the significance of an archaeological resource.

THRESHOLD V.C: Less Than Significant Impact. Disturb any human remains, including those interred outside of formal cemeteries?

General Plan EIR Summary

Long-term implementation of the GP would allow development and redevelopment, including grading, of sensitive areas, possibly disturbing human remains, including those outside of formal cemeteries. Existing regulations, including the California Public Resources Code Section 5097.98, would afford protection for human remains discovered during development activities. In addition, review and protection are afforded by CEQA for projects subject to discretionary action, particularly for activities that could potentially disturb human remains. State Bill 18 requires consultation regarding Native American sites and artifacts, but the potential for project-level impacts to unidentified and unrecorded tribal cultural places remains moderate to high. The excavation and grading activities of the Project could result in impacts to human remains. However, Public Resources Code Section 5097.98, mandates the process to be followed in the event of a discovery of any human remains. Impacts to human remains would be less than significant (GP EIR, p. 5.5-17).

Project Impact Discussion

The Project APE has been historically used for agriculture and therefore, is not expected to contain human remains, including those interred outside of formal cemeteries. Due to the lack of any indication of a formal cemetery or informal family burial plot, development within the Project APE will have no impact on known human remains.

In the unlikely event that suspected human remains are uncovered during construction, all activities in the vicinity of the remains shall cease and the contractor shall notify the County Coroner immediately pursuant to California Health & Safety Code Section 7050.5, California Public Resources Code Section 5097.98, and Project standard City of Menifee Conditions of Approval incorporated herein. In addition, the Project will be required to comply with applicable

regulations and Conditions of Approval. Consequently, impacts to human remains, including those interred outside of formal cemeteries, will be less than significant.

Conditions of Approval

The following standard cultural conditions of approval are applicable to the Project:

- 1. Human Remains.** If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.
- 2. Non-Disclosure of Location Reburials.** It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r), parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).
- 3. Inadvertent Archeological Find.** If during ground disturbance activities, unique cultural resources are discovered that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Unique cultural resources are defined, for this condition only, as being multiple artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the Native American Tribe(s).
 - a) All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal representative(s) and the Community Development Director to discuss the significance of the find.
 - b) At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representative(s) and the archaeologist, a decision shall be made, with the concurrence of the Community Development Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.
 - c) Grading of further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and will be monitored by additional Tribal monitors if needed.
 - d) Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan and Monitoring Agreements entered into with the appropriate tribes. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native

soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Non-Disclosure of Reburial Condition.

- e) Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and cultural resources. If the landowner and the Tribe(s) cannot agree on the significance or the mitigation for the archaeological or cultural resources, these issues will be presented to the City Community Development Director for decision. The City Community Development Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources, recommendations of the project archeologist and shall take into account the cultural and religious principles and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the City Community Development Director shall be appealable to the City Planning Commission and/or City Council.”

4. Cultural Resources Disposition. In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:

- a) One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Menifee Community Development Department:
 - i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.
 - ii. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report. The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request.
 - iii. If preservation in place or reburial is not feasible then the resources shall be curated in a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods and Native American human remains. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report.

Prior to Grading Permit Issuance

- 5. Archeologist Retained.** Prior to issuance of a grading permit the project applicant shall retain a Riverside County qualified archaeologist to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources.

The Project Archaeologist and the Tribal monitor(s) shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Project Archaeologist and the Tribal monitor(s), shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with any required special interest or tribal monitors.

The developer/permit holder shall submit a fully executed copy of the contract to the Community Development Department to ensure compliance with this condition of approval. Upon verification, the Community Development Department shall clear this condition.

In addition, the Project Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition in AB52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include:

- a) Project grading and development scheduling;
 - b) The Project archeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis;
 - c) The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resource evaluation.
- 6. Native American Monitoring (Pechanga).** Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Pechanga Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Community Development Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect

or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.

7. **Native American Monitoring (Soboba).** Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Soboba Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Community Development Department and to the Engineering Department. The Native American Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.

Prior to Final Occupancy

8. **Archaeology Report - Phase III and IV.** Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Community Development Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).

Mitigation Measures

None. As discussed in the analysis above, all mitigation measures from the City's GP EIR have been compiled and are included as conditions of approval.

VI. ENERGY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant t Impact	No Impact
A. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Sources: CARB 2017, CDTFA-D, CDTFA-G, CEC SCE, CEC SCG, CGR 2016, GP EIR, SCAQMD CEQA, WEBB-A1, and WEBB-A2

Applicable General Plan Policies

- Goal OSC-4: Efficient and environmentally appropriate use and management of energy and mineral resources to ensure their availability for future generations.
 - Policy OSC-4.1: Apply energy efficiency and conservation practices in land use, transportation demand management, and subdivision and building design.
 - Policy OSC-4.2: Evaluate public and private efforts to develop and operate alternative systems of energy production, including solar, wind, and fuel cell.
 - Policy OSC-4.3: Advocate for cost-effective and reliable production and delivery of electrical power to residents and businesses throughout the community.
- Goal OSC-9: Reduced impacts to air quality at the local level by minimizing pollution and particulate matter.
 - Policy OSC-9.5: Comply with the mandatory requirements of Title 24 Part 11 of the California Building Standards Code (CALGreen) and Title 24 Part 6 Building and Energy Efficiency Standards.
- Goal OSC-10: An environmentally aware community that is responsive to changing climate conditions and actively seeks to reduce local greenhouse gas emissions.
 - Policy OSC-10.1: Align the City's local GHG reduction targets to be consistent with the statewide GHG reduction target of AB 32.
 - Policy OSC-10.2: Align the City's long-term GHG reduction goal consistent with the statewide GHG reduction goal of Executive Order S-03-05.
 - Policy OSC-10.3: Participate in regional greenhouse gas emission reduction initiatives.
 - Policy OSC-10.4: Consider impacts to climate change as a factor in evaluation of policies, strategies, and projects.
- Goal C-1: A roadway network that meets the circulation needs of all residents, employees, and visitors to the City of Menifee.
 - Policy C-1.5: Minimize idling times and vehicle miles traveled to conserve resources, protect air quality, and limit greenhouse gas emissions.
- Goal C-4: Diversified local transportation options that include neighborhood electric vehicles and golf carts.
 - Policy C-4.1: Encourage the use of neighborhood electric vehicles and golf carts instead of automobiles for local trips.

Analysis of Project Effect and Determination of Significance

THRESHOLD VI.A: Less Than Significant with Mitigation Incorporated. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

General Plan EIR Summary

This threshold question discussion was omitted from the GP EIR. However, the GP EIR did discuss energy conservation within the Greenhouse Gas Emissions section. The City's GP includes policies and measures (GP EIR, Table 5.7-9) for the City to implement in support of achieving the greenhouse gas (GHG) emissions reduction target of Assembly Bill (AB) 32 and the statewide greenhouse gas emissions reduction goal of Executive Order S-03-05. These policies and measures are estimated to reduce GHG emissions by 291,050 metric tons of carbon dioxide equivalent (MTCO₂E) by 2020 and 411,710 MTCO₂E by 2035 (GP EIR, Table 5.7-9). Approximately ten percent of the GHG emissions reductions are attributed to building and energy efficiency measures. In addition, Mitigation Measure 3-1 from the Air Quality section

of the GP EIR, was identified to reduce GHG emissions impacts related to construction (GP EIR, p. 5.3-24). However, these impacts would remain significant and unavoidable after mitigation (GP EIR, pp. 5.7-29 – 5.7-30).

Project Impact Discussion

The analysis in this section addresses each of the six potential energy impacts identified in Appendix F of the CEQA Guidelines and utilizes the assumptions from the Air Quality/Greenhouse Gas Analysis Technical Memorandum prepared by Albert A. WEBB Associates dated February 5, 2019 (WEBB-A1) for this Project and as evaluated in this MND, *Section III Air Quality* and *Section VIII Greenhouse Gas Emissions*, respectively. Because the California Emissions Estimator Model (CalEEMod) program used in WEBB-A1 does not display the amount and fuel type for construction-related sources, additional calculations were conducted and are summarized below. These calculations are contained in the Energy Tables compiled by Albert A. WEBB associates (WEBB-A2).

Appendix F of the *CEQA Guidelines* provides for assessing potential impacts that a project could have on energy supplies, focusing on the goal of conserving energy by ensuring that projects use energy wisely and efficiently. Pursuant to impact possibilities listed in *CEQA Guidelines* Appendix F, an impact with regard to energy consumption and conservation will occur if implementation of the proposed Project will:

- Result in the wasteful, inefficient, or unnecessary consumption of energy. Impacts may include:
 - The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal;
 - The effects of the project on local and regional energy supplies and on requirements for additional capacity;
 - The effects of the project on peak and base period demands for electricity and other forms of energy;
 - The degree to which the project complies with existing energy standards;
 - The effects of the project on energy resources;
 - The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

The analysis below addresses each of the six potential energy impacts identified in Appendix F of the *CEQA Guidelines*.

1. *The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal*

Construction. Project construction would require the use of construction equipment for grading, paving, stockpiling, and building activities, as well as construction workers and vendors traveling to and from the Project site (WEBB-A1, pp. 2-4, and 8). Construction equipment requires diesel as the fuel source as reflected in **Table K – Construction Energy Use**, below.

Fuel consumption from on-site heavy-duty construction equipment was calculated based on the equipment mix and usage factors provided in the CalEEMod construction output files as part of WEBB-A1 included in Appendix B.1 of this Initial Study. The total horsepower was then multiplied by fuel usage estimates per horsepower-hour included in Table A9-3-E of SCAQMD's CEQA Air Quality Handbook (SCAQMD CEQA, p. A9-6). Fuel consumption from construction worker and vendor/delivery trucks was calculated using the trip rates and distances provided in

the CalEEMod construction output files. Total vehicle miles traveled (VMT) was then calculated for each type of construction-related trip and divided by the corresponding county-specific miles per gallon factor using CARB's Emission FACTors (EMFAC) 2014 model. EMFAC provides the total annual VMT and fuel consumed for each vehicle type. Consistent with CalEEMod, construction worker trips were assumed to include 100 percent gasoline powered vehicles. Construction vendor trucks were assumed to be medium-duty and heavy-duty diesel trucks (WEBB-A2, pp. 1-2). Please refer to WEBB-A1 for detailed calculations.

Table K – Construction Energy Use	
Fuel	Fuel Consumption
Diesel	
On-Road Construction Trips ¹	187,424 Gallons
Off-Road Construction Equipment ²	318,588 Gallons
Diesel Total	506,011 Gallons
Gasoline	
On-Road Construction Trips ¹	213,660 Gallons
Off-Road Construction Equipment ³	-- Gallons
Gasoline Total	213,660 Gallons
Source: WEBB-A2, Table 1 – Total Construction-Related Fuel Consumption Notes	
1. On-road mobile source fuel use based on vehicle miles traveled (VMT) from CalEEMod for construction in 2019 and fleet-average fuel consumption in gallons per mile from EMFAC2014 web based data for Riverside County. See Table 2 – On Road Construction Trip Estimates, WEBB-A2, Appendix A of this Initial Study for calculation details. 2. Off-road mobile source fuel usage based on a fuel usage rate of 0.05 gallons of diesel per horsepower (HP)-hour, based on SCAQMD CEQA Air Quality Handbook, Table A9-3E. 3. All emissions from off-road construction equipment were assumed to be diesel.	

As reflected above, a total of 506,011 gallons of diesel fuel, and 213,660 gallons of gasoline are estimated to be consumed during Project site construction. The annual fuel usage for on-road construction trips can be broken down more specifically as follows: 213,660 gallons of gasoline for worker trips, 135,216 gallons of diesel for vendor trips, and 52,207 gallons of diesel for hauling (WEBB-A2, p. 2).

Fuel energy consumed during construction would be temporary in nature and would not represent a significant demand on energy resources. Construction equipment is also required to comply with regulations limiting idling to five minutes or less (CCR Title 13 § 2449(d)(3)), which is included in Mitigation Measure **MM AQ-2**, as described in *Section III, Air Quality* of this MND.

Furthermore, there are no unusual Project site characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in other parts of the State. For comparison, the State of California consumed approximately 15.5 billion gallons of gasoline (CDTFA-G) and 3.1 billion gallons of diesel fuel (CDTFA-D) in 2017, which is the most recent published data. Thus, the fuel usage during Project construction would account for a negligible percent of the existing gasoline and diesel fuel related energy consumption in the State of California (approximately 0.016 percent for

diesel⁸ and 0.001 percent for gasoline⁹). Furthermore, it is expected that construction-related fuel consumption associated with the Project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region.

Operation. The Project will promote building energy efficiency through compliance with energy efficiency standards (Title 24 and CALGreen). The Project also reduces vehicle fuel usage due to compliance with regulatory programs and Project design features that reduce VMT. AB 1493 ("the Pavley Standard") requires reduction in GHG emissions from non-commercial passenger vehicles and light-duty trucks of model year 2009 and thereafter. Executive Order S-01-07 went into effect in 2010 and requires a reduction in the carbon intensity of transportation fuels used in California by at least 10 percent by 2020. It imposes fuel requirements on fuel that will be sold in California that will decrease GHG emissions by reducing the full fuel-cycle and the carbon intensity of the transportation fuel pool in California. The Advanced Clean Cars program, introduced in 2012, combines the control of smog, soot causing pollutants and greenhouse gas emissions into a single coordinated package of requirements for model years 2017 through 2025.

For operational activities, annual electricity and natural gas consumption were calculated using demand factors provided in the CalEEMod output as part of the greenhouse gas analysis included in *Section VIII, Greenhouse Gas Emissions*, of this MND. The Project site's electrical consumption was estimated to be approximately 5,365,764 kWh of electricity per year; this is the sum of the building electricity (4,555,855 kWh/year) and electricity related to the Project's water consumption (809,879 kWh/year). Additionally, the Project's natural gas consumption was estimated to be approximately 5,741,157 kilo-British thermal units (kBtus) per year (WEBB-A2, p. 2).

In comparison to the Project, Southern California Edison (SCE) produced approximately 84 billion kWh of electricity in 2017 (CEC SCE) and Southern California Gas (SCG) produced approximately 5.1 billion therms of natural gas in 2017 (CEC SCG). At full build-out, the Project site's electricity demand would be a negligible amount of the existing electricity (approximately 0.006 percent¹⁰) and the natural gas demand would be a negligible percent of the existing natural gas use in SCG's service area (approximately 0.001 percent¹¹).

Energy impacts associated with transportation during operation were also assessed using the traffic data contained in the greenhouse gas analysis included in *Section VIII, Greenhouse Gas Emissions*, of this Initial Study. Based on the annual vehicle miles traveled (VMT), gasoline and diesel consumption rates were calculated using the Riverside County-specific miles per gallon in EMFAC2014. As shown below in **Table L – Annual Fuel Consumption**, a total of 432,762 gallons of diesel fuel, and 922,531 gallons of gasoline is estimated to be consumed each year from the Project operation. As stated above, the State of California consumed approximately 15.5 billion gallons of gasoline (CDTFA-G) and 3.1 billion gallons of diesel fuel (CDTFA-D) in 2017. Thus, the annual fuel usage during Project operation would account for a negligible

⁸ 0.016% = 506,011 gallons of diesel from Project construction / 3,100,000,000 gallons of diesel 2017 State of California consumption

⁹ 0.001% = 213,660 gallons of gasoline from Project construction / 15,500,000,000 gallons of gasoline 2017 State of California consumption

¹⁰ 0.006% = 5,365,764 kWh of electricity per year for the Project's operation / 84,000,000,000 kWh of electricity produced by SCE in 2017

¹¹ 0.001% = 57,412 therms of natural gas per year for the Project's operation / 5,100,000,000 therms of natural gas produced by SCG in 2017. 5,741,157 kBtus per year x 1,000 BTU = 5,741,157,000 BTUs per year / 100,000 BTU = 57,412 therms per year

percent of the existing gasoline (approximately 0.006 percent¹²) and diesel fuel (approximately 0.014 percent¹³) related energy consumption in California.

Table L – Annual Fuel Consumption	
Fuel Type ¹	Fuel Consumption (gallons/year)
Gasoline	922,531
Diesel	432,762
Source: WEBB-A2, Table 3 - Annual Energy Consumption from Operation	
Notes	
1. Mobile source fuel use based on annual vehicle miles traveled (VMT) from CalEEMod output (WEBB-A2, Appendix B.2) for operational year 2022 and fleet-average fuel consumption in gallons per mile from EMFAC2014 web based data in Riverside County.	

To summarize, regulations previously identified related to energy conservation and fuel efficiency include, but are not limited to, Title 24 requirements for windows, roof systems, and electrical systems, and Pavley standards and Advanced Clean Cars Program. Additionally, Mitigation Measures in *Section III, Air Quality*, also serve to reduce energy and fuel consumption. Specifically, Project Mitigation Measure **MM AQ-2**, as mentioned previously, addressed reduction of fuel usage by limiting truck idling times to five minutes on the site. **MM AQ-1** and **MM AQ-3** encourage trip reduction strategies and high-efficiency lighting, respectively, to reduce energy consumption.

Collectively, compliance with regulatory programs and implementation of these Mitigation Measures would ensure that the Project would not result in the inefficient, unnecessary, or wasteful consumption of energy with regards to the Project's energy requirements and its energy use efficiencies.

2. The effects of the project on local and regional energy supplies and on requirements for additional capacity

As addressed above, the Project's electricity consumption was minimal in comparison to SCE's supply. The Project will comply with applicable state, SCE, and GP goals and policies that require energy conservation and increase reliance on renewable energy to reduce electricity demand within the Project site. As discussed above, SCE's total electricity consumption was approximately 84 billion kilowatt-hours (kWh) in 2017. The Project demand would be a negligible amount of SCE's existing electricity use (approximately 0.006 percent). As such, there will be adequate capacity to serve the proposed Project.

As addressed above, the Project's natural gas consumption was estimated to be approximately 5,741,157 kBTU's per year (or 57,412 therms per year). The Project will comply with applicable California Public Utilities Commission (CPUC), state, SCG, and GP goals and policies that require energy conservation to reduce natural gas demand within the Project area. As discussed above, the Project demand would be a negligible percent of SCG's existing natural gas use (approximately 0.001 percent). As the proposed Project's overall consumption of natural gas use

¹²0.006% = 922,531 gallons of gasoline per year of Project operation / 15,500,000,000 gallons of gasoline consumed by the State of California in 2017

¹³0.014% = 432,762 gallons of diesel fuel per year of Project operation / 3,100,000,000 gallons of diesel fuel consumed by the State of California in 2017

is comparatively insignificant to existing SCG-wide use and as SCG continuously expands its network, as needed, to meet the need in Southern California, there will be adequate capacity to serve the proposed Project. Further, towards this same end, it should also be noted that SCG projects total gas demand to decline at an annual rate of 0.6 percent from 2016 to 2035 as a result of modest economic growth, CPUC-mandated energy efficiency standards and programs, renewable electricity goals, decline in commercial and industrial demand, and conservation savings linked to Advanced Metering Infrastructure (CGR 2016, p. 64). The Project would therefore not have a significant effect on local and regional energy supplies.

3. The effects of the project on peak and base period demands for electricity and other forms of energy

As described above, SCE produced approximately 84 billion kilowatt-hours (kWh) in 2017, and the Project is expected to have a negligible impact to SCE's total electricity usage (the Project would use approximately 0.006 percent of SCE's total electricity per year). Therefore, it can be stated that the Project will not have a substantial effect on energy supplies.

The Project will meet Title 24 regulatory standards for windows, roof systems, and electrical systems. With regard to peak hour demands, purveyors of energy resources, including SCE, have established long standing energy conservation programs to encourage consumers to adopt energy conservation habits and reduce energy consumption during peak demand periods. The proposed Project supports these efforts through implementation of **MM AQ-3** and GP policies identified above that will not only reduce energy consumption during peak hour demands, but also during the base period. To this end, the Project will not substantially affect peak and base period demands for electricity or other forms of energy, such as natural gas.

4. The degree to which the project complies with existing energy standards

The proposed Project would be required to comply with City, state and federal energy conservation measures related to construction and operations. Many of the regulations regarding energy efficiency are focused on increasing building efficiency and renewable energy generation, promoting sustainability through energy conservation measures, as well as reducing water consumption and VMT. As described above, the proposed Project will meet and/or exceed these regulatory requirements.

The California Energy Code building energy efficiency standards include provisions applicable to all buildings, residential and non-residential, which are mandatory requirements for efficiency and design. The proposed Project will comply with Title 24. This would be accomplished through among other things, implementation of energy reduction measures, such as energy efficient lighting and appliances. The Project would comply fully with existing energy standards.

In addition, the Project will be consistent with applicable goals and policies within the GP. Through implementation of energy conservation measures and sustainable practices, the Project will not use large amounts of energy in a manner that is wasteful or otherwise inconsistent with adopted plans or policies.

5. The effects of the project on energy resources;

The effects of the Project on energy supplies and resources from a capacity standpoint are described above in the preceding analysis. In regard to the effects of the Project on energy resources, the Project is required to ensure that the Project does not result in the inefficient, unnecessary, or wasteful consumption of energy. Notable regulatory measures that are discussed above include compliance with California Title 24 and CalGreen Standards, Renewable Portfolio Standards (RPS), Pavley standards and the Advanced Clean Cars Program,

Additionally, the Project mitigation measure **MM AQ 3** will reduce electricity consumption.

6. *The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.*

As stated above, energy impacts associated with transportation during construction and operation of the Project would not result in the inefficient, unnecessary, or wasteful consumption of energy through adherence to existing regulations and GP policies and implementation of design features and mitigation measures. With regard to efficient transportation alternatives, the Project will provide alternative transportation choices because the Project area is served by the Riverside Transit Agency (RTA). The nearest bus stop is located on Newport Road at Town Center Drive approximately 0.75 miles north and Bradley Road at La Piedra Road approximately one mile northwest. A future bus stop is planned on the southwest corner of Haun Road and La Piedra Road (WEBB-E, p. 3-11). However, the Project site provides a bus turnout along its frontage of Haun Road and future implementing development will be required to provide bike racks to further encourage a variety of transportation choices. Additionally, the Project will not interfere with the City's planned Meniffee Bikeway and Community Pedestrian Network, which includes a community off-road neighborhood electric vehicle (NEV)/bike trail (Class I) adjacent to Haun Road along the Project frontage as well as a subregional route/on-street bike lane (Class II) along Holland Road and connecting to the Project site (GP EIR, Figure 5.16-8).

<p>THRESHOLD Impact VI.B: Less Than Significant with Mitigation Incorporated. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?</p>

General Plan EIR Summary

This threshold question discussion was omitted from the GP EIR. However, the GP EIR contains a discussion within its Greenhouse Gas Emissions section (5.7) that discusses how the GP is consistent with statewide strategies to reduce greenhouse gas emissions by increasing energy efficiency and renewable energy. This discussion is applicable to *Threshold VI.B* and is summarized below:

CARB Scoping Plan. In accordance with AB 32, CARB developed the Scoping Plan to outline the state's strategy to achieve 1990 level emissions by year 2020. Since adoption of the 2008 Scoping Plan, state agencies have adopted programs identified in the Scoping Plan, and the legislature has passed additional legislation to achieve the GHG reduction targets. Statewide strategies to reduce GHG emissions through increased energy efficiency and renewable energy include the California Appliance Energy Efficiency regulations; California Building Standards (i.e., CALGreen and the 2013 Building and Energy Efficiency Standards); and 33 percent RPS. In addition, the statewide measures, the policies and implementation actions related to building and energy efficiency included as part of the proposed GP and shown on Table 5.7-9 (City of Meniffee Proposed Greenhouse Gas Reduction Policy and Implementation Strategies) in the GP EIR would be consistent with the intent of the Scoping Plan.

Implementation Action OSC77 would result in construction of new buildings that are 30 percent more energy efficient than what is required in the 2008 Building Energy Efficiency standards. In addition, this implementation action would increase the energy efficiency of new residential buildings by 5 percent above the 2013 Building Energy Efficiency Standards. Compliance with state and local regulations would ensure that the growth under the GP would not conflict with the Scoping Plan. Therefore, impacts would be less than significant (GP EIR, pp. 5.7-23 – 5.7-28).

Project Impact Discussion

The proposed Project would be required to comply with City, state and federal energy conservation measures related to construction and operations, as discussed above. The regulations regarding energy efficiency are focused on increasing building efficiency and renewable energy, promoting sustainability through energy conservation measures, as well as reducing water consumption and the use of alternative fuels. Through compliance with Menifee GP energy objectives and policies noted above, the proposed Project will meet and/or exceed these regulatory requirements.

In addition, the City has outlined several GHG reduction policy and implementation strategies in its GP (GP EIR, Table 5.7-9) in support of achieving the reduction target of AB 32 and the statewide GHG reduction goal of Executive Order S-03-05. The strategies that specifically relate to energy and transportation efficiency are as follows:

- Action C29: Prepare an NEV Plan that supports flexible travel options, promotes vehicle emission reductions, integrates with other alternative transportation modes, and incorporates parking standards that recognize the reduced footprint needs inherent with NEVs and golf carts.
- Action OSC65: Establish a reduced permit fee schedule for energy saving projects or energy efficiency improvements in Menifee homes and businesses.
- Action OSC67: Create a Solar Plan that provides incentives and coordinates financing for city residences and businesses to invest in solar energy.
- Action OSC69: Revise the Menifee Municipal Code to include energy efficient light sources such as LED, LPS (Lower Pressure Sodium), HPS (High Pressure Sodium) and solar powered signage and regulation of parking lot and building light fixtures require full cut-off fixtures, except emergency exit or safety lighting. In addition, require that all permanently installed exterior lighting be controlled by either a photocell or an astronomical time switch. Prohibit continuous all night outdoor lighting unless required for security reasons.
- Action OSC71: Train all plan check and building inspection staff in appropriate use of green building materials, techniques, and best practices.
- Action OSC74: Work with EMWD to create a public outreach campaign to reduce energy use and conserve water. Campaign components can include workshops, brochures, mailers, website links, etc. Topics to highlight include: changes in Menifee's Building Code, how to implement whole house energy upgrades or other energy efficiency improvements for residents and businesses, the WRCOG HERO financing program and other subregional energy conservation efforts, as well as the City's the Solar Plan when complete.
- Action OSC77: Adopt a Green Building Ordinance that requires energy efficient design, in excess of Title 24 standards, for all new residential and non-residential buildings. Require 30 percent above the 2008 Building Energy Efficiency standards in Title 24 to coincide with the Voluntary Tier 2 standards for the 2010 California Green Building Code (CALGreen).

Moreover, the Project is consistent with the GP land use designation and zoning requirements for this site, and with the incorporation of Mitigation Measure MM AQ 1 through MM AQ 3, the Project will be consistent with the 2017 California Air Resources Board Climate Change Scoping Plan Update (CARB 2017).

In summary, the Project will not use energy in a manner that is wasteful or otherwise inconsistent with adopted plans or policies. Therefore, the Project's energy impacts related to

conflicting with or obstructing a state or local plan for renewable energy or energy efficiency will be less than significant with adherence to applicable regulations and GP policies, and the incorporation of Mitigation Measures **MM AQ-1** through **MM AQ- 3**.

Conditions of Approval

None

Mitigation Measures

Mitigation Measures **MM AQ-1** through **MM AQ-3**, as described in the Air Quality section, are also applicable to this section.

VII. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
D. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

E. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
F. Indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: AE-A, AE-B, AEI-A, CWLMC, GP EIR, RCIT

Applicable General Plan Policies

- Goal S-1: A community that is minimally impacted by seismic shaking and earthquake-induced or other geologic hazards.
 - Policy S-1.1: Require all new habitable buildings and structures to be designed and built to be seismically resistant in accordance with the most recent California Building Code adopted by the City.
- Goal S-2: A community that has used engineering solutions to reduce or eliminate the potential for injury, loss of life, property damage, and economic and social disruption caused by geologic hazards such as slope instability; compressible, collapsible, expansive or corrosive soils; and subsidence due to groundwater withdrawal.
 - Policy S-2.1: Require all new developments to mitigate the geologic hazards that have the potential to impact habitable structures and other improvements.

Analysis of Project Effect and Determination of Significance

THRESHOLD VII.A.i: Less Than Significant Impact. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

General Plan EIR Summary

The GP EIR states that this impact was determined to be less than significant in the GP's Initial Study (GP EIR, p. 5.6-25). The Initial Study states that the two closest fault zones to the City are the San Jacinto Fault to the east, and the Elsinore Fault to the west, neither of which are active faults. There are no Alquist-Priolo zones in the Menifee area. Since there are no active faults or Alquist-Priolo zones in Menifee, hazards from surface rupture of a known active fault would be less than significant (GP EIR Appendix A, p. 35).

Project Impact Discussion

There are no Alquist-Priolo Earthquake Faults within the City and the closest Alquist-Priolo Earthquake Fault Zone is over three miles to the southwest of the City's southernmost boundary in the City of Wildomar (CGS), approximately seven miles southwest of the Project site (RCIT).

The County of Riverside has applied additional special status study zone criteria for additional fault zones and there is one Riverside County mapped fault within the central-northern portion of the City, approximately two miles north of the Project site (RCIT). Additional faults in the City's vicinity that are active and may generate earthquakes include the Elsinore Fault Zone to the

southwest of the City and the San Jacinto Fault Zone to the northeast of the City (GP EIR, Figure 5.6-2).

Although seismic activity is known to exist throughout Southern California, there are no known faults through or near the site that would result in substantial effects. Additionally, the Project will be designed to meet or exceed the seismic safety standards set forth in the current California Building Codes (CBC). Therefore, impacts due to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map are less than significant and no mitigation measures are required.

THRESHOLD VII.A.ii: Less Than Significant Impact. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?

General Plan EIR Summary

Buildout of the proposed GP would increase the number of residents and workers and total development intensity. Thus, GP buildout would increase the numbers of people and structures that would be exposed to strong ground shaking. Each development project considered for approval by the City under the proposed GP would be required to comply with seismic safety provisions of the CBC (Title 24, Part 2 of the California Code of Regulations) and have a geotechnical investigation conducted for the affected project site. The geotechnical investigation would calculate seismic design parameters pursuant to CBC requirements and would include foundation and structural design recommendations, as needed, to reduce hazards to people and structures arising from ground shaking. Impacts would be less than significant (GP EIR, p. 5.6-25).

Project Impact Discussion

As discussed in *Threshold VI.A.i*, above, there is one Riverside County mapped fault within the central-northern portion of the City and additional active faults in the City's vicinity that may generate seismic ground shaking include the Elsinore Fault Zone to the southwest of the City and the San Jacinto Fault Zone to the northeast of the City. A Geotechnical Investigation for the Project site was completed on January 17, 2017 by C.W. La Monte Company Inc. (CWLMC). It states that the Elsinore Fault Zone is the closest to the Project site, located approximately seven miles away (CWLMC, p. 12). Although seismic activity is known to exist throughout Southern California, there are no known faults through or near the site that would be anticipated to generate substantial ground shaking greater than throughout the Southern California region in general. According to the geotechnical investigation, there are no major faults known to traverse the Project site (CWLMC, p. 11). The Project will be designed to meet or exceed the seismic safety standards set forth in the current CBC. Therefore, the Project would not directly or indirectly cause impacts due to strong seismic ground shaking are less than significant and no mitigation measures are required.

THRESHOLD VII.A.iii: Less Than Significant Impact. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?

General Plan EIR Summary

There is a potential for liquefaction in parts of the City and GP area, as shown on Figure 5.6-3 of the GP EIR. Certain areas of the City are underlain by young, unconsolidated alluvial deposits and by artificial fill; these sediments are susceptible to seismically induced settlement.

Over excavation and recompaction is the most commonly used method to densify soft soils susceptible to settlement. Deeper over excavation below final grades, especially at cut/fill, fill/natural, or alluvium/bedrock contacts may be recommended to provide a more uniform subgrade. Over excavation should also be performed so that large differences in fill thickness are not present across individual lots. In some cases, specially designed deep foundations, strengthened foundations, and/or fill compaction to a minimum standard that is higher than required by the CBC may be recommended.

Projects developed pursuant to the proposed GP would be required to have geotechnical investigations of the project sites conducted per state laws and regulations and GP policies. Compliance with recommendations in the geotechnical investigation reports would be required as conditions of issuance of building and grading permits. Impacts would be less than significant (GP EIR, pp. 5.6-25 – 5.6-26).

Project Impact Discussion

Liquefaction occurs when shallow, fine- to medium-grained sediments saturated with water are subjected to strong seismic ground shaking. In particular, liquefaction is more likely to occur when the underlying water table is 50 feet or less below the surface (GP EIR, p. 5.6-11). Groundwater at the Project site is presumed to be present at an estimated depth of approximately 100 feet below ground surface (bgs) based on a Preliminary Site Assessment for a nearby site approximately 350 feet northwest of the Project site (AEI-A, p. 7). Based on the geotechnical investigation conducted in January 2017, the site is not located in an area where the geological conditions existing for liquefaction, and based on the site-specific investigation, the soil density, grain-size distribution and groundwater conditions are not conducive to liquefaction. Additionally, as discussed above in *Threshold VI.A.i*, there are no known active faults in the immediate vicinity of the Project site that would cause substantially stronger ground shaking than would be expected throughout the seismically active Southern California region in general.

Further, as shown on the Riverside County *Map My County* online GIS database, the Project site is located within an area of low liquefaction potential (RCIT). This confirms that due to site-specific conditions, potential impacts from the Project to seismic-related ground failure, including liquefaction, will be less than significant and no mitigation measures are required.

THRESHOLD VII.A.iv: Less Than Significant Impact. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?

General Plan EIR Summary

The GP EIR states that hazards from slope instability, including landslides, debris flows, and rockfalls, are a potential risk in the City, and thus development projects under the GP should include a geotechnical evaluation of any slope that may impact the future use of the property or adjacent properties, and projects would be required to implement the geotechnical report's recommendations. Impacts would be less than significant (GP EIR, pp. 5.6-26 – 5.6-27).

Project Impact Discussion

Conditions contributing to such landslides include high earthquake potential; rapid uplift and erosion resulting in steep slopes and deeply incised canyons; highly fractured and folded rock; and rock with inherently weak components, such as silt or clay layers. Nonetheless, as shown in the City's GP EIR, the Project site is not located within an area where local topographic and geologic conditions suggest the potential for earthquake-induced landslides (GP EIR, Figure 5.6-3). The Project site is within a generally flat area and not adjacent to any hillsides.

Additionally, it has been determined that due to the level topography of the Project site, landslides do not present a significant hazard (CWLMC, p. 14). Therefore, the potential for landslides is less than significant and no mitigation measures are required.

THRESHOLD VII.B: Less Than Significant Impact. Result in substantial soil erosion or the loss of topsoil?

General Plan EIR Summary

Buildout of the proposed GP would involve development or redevelopment of large parts of the City. Grading and construction of development and redevelopment projects could expose large amounts of soil and could result in soil erosion if effective erosion control measures were not used. Best management practices (BMPs) for erosion control are required under National Pollution Discharge Elimination System (NPDES) regulations pursuant to the federal Clean Water Act. NPDES requirements for construction projects one acre or more in area are set forth in the General Construction Permit issued by the State Water Resources Control Board (SRWCB; Order No. 2009-0009-DWQ).

Furthermore, demolition, land clearing, grading, and construction activities of projects approved pursuant to the proposed GP would be required to comply with SCAQMD Rules 403 and 403.2 regulating fugitive dust emissions, thus minimizing wind erosion from such ground-disturbing activities. Construction activities would not generate substantial erosion. Soil erosion impacts would be less than significant (GP EIR, pp. 5.6-27 – 5.6-28).

Project Impact Discussion

Short-term erosional impacts, associated with Project construction, will be minimized through compliance with standard erosional control practices and NPDES permit requirements for construction. Once operational, the majority of the Project site will be paved and developed with a multi-use development; therefore, no soil erosion is anticipated with long-term operation of the site. As shown on **Figure 5**, above and discussed in more detail in *Threshold XVIII.C* below, bioretention facilities will be installed at the Project site to provide on-site water treatment prior to discharge to the storm drains. Stormwater runoff will be conveyed east to the existing drainage facility, the Flood Control channel (Paloma Wash). Any increased flows not captured by these existing facilities will be retained on site in one of the proposed bioretention facilities. The Project will incorporate BMPs to minimize potential runoff and erosion. Therefore, potential impacts related to soil erosion or the loss of topsoil will be less than significant and no mitigation measures are required.

THRESHOLD VII.C: Less Than Significant Impact. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

General Plan EIR Summary

Various types of potential hazards from soil conditions in the City include the following:

- Compressible soils
- Collapsible soils
- Expansive soils
- Corrosive soils
- Ground subsidence

All development under the GP would be required to undergo site-specific investigations to determine if any hazardous soil conditions occur at the site. All development would be required to comply with the site-specific recommendations made in any investigation and shall also comply with the MMC. Impacts related to hazardous soil conditions would be less than significant (GP EIR, pp. 5.6-28 – 5.6-30).

Project Impact Discussion

Impacts related to liquefaction and landslides at the Project site are less than significant as discussed above in *Thresholds VI.A.iii* and *VI.A.iv*, respectively. Liquefaction in soils can result in ground failure, including lateral spreading. Thus, the potential for lateral spreading at the Project site is also low. The on-site geotechnical investigation indicated that the Project site does not contain ground materials that would be susceptible to liquefaction, including: the density of the soil, grain-size distributed throughout the soil and the groundwater conditions (CWLMC, p. 15). Due to the level topography of the Project site, landslides do not present a significant hazard (CWLMC, p. 14).

Collapsible soils typically occur in areas with young and very young alluvial sediments due to their low density, rapid deposition in alluvial fans, and the generally dry condition of their upper soils; however, the Project site is located in an area with old alluvial deposits (GP EIR, Figure 5.6-4). The proposed Project involves developing commercial and industrial uses, which will be developed pursuant to the most recent versions of the Uniform Building Code and the CBC.

The City's GP EIR also determined that although GP buildout would increase water demands within the City, it is unlikely that buildout would result in lowered groundwater levels under the City, which could cause ground subsidence, because groundwater under the City has a high dissolved solids content and limited municipal use (GP EIR, pp. 5.6-29 – 5.6-30). Additional measures within the City to reduce landscape irrigation will further reduce the potential for ground subsidence. Therefore, because the proposed Project is consistent with the Zoning and Land Use designation of the site in the City's GP, water demand from the proposed Project would have been accounted for and the Project will not contribute to significant levels of subsidence or be subject to significant risk from subsidence.

Therefore, the Project will not be located on soil that is unstable, or that would become unstable as a result of the Project, which could potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Further, the Project will be designed in compliance with the current CBC to ensure that impacts in this regard are less than significant and no mitigation measures are required.

THRESHOLD VII.D: Less Than Significant Impact. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

General Plan EIR Summary

Soils in parts of the City may be expansive: valley and canyon areas and weathered old alluvial fan deposits. Development of projects on sites underlain by expansive soils could subject people and structures to hazards from expansive soils. Development of projects pursuant to the GP would require subsurface geotechnical exploration and testing and compliance with recommendations in project geotechnical investigation reports. All development under the GP shall also comply with the MMC. Impacts related to hazardous soil conditions would be less than significant (GP EIR, pp. 5.6-28 – 5.6-30).

Project Impact Discussion

Fine-grained soils, such as silts and clays, may contain variable amounts of expansive clay minerals. Soils in parts of the City may be expansive: valley and canyon areas and weathered old alluvial fan deposits. Development of projects pursuant to the GP would require subsurface geotechnical exploration and testing and compliance with recommendations in project geotechnical investigation reports (GP EIR, p. 5.6-29). The recommendations in the geotechnical investigation related to expansive soils include:

Fill Suitability – On-site excavated materials may be used as compacted fill material or backfill. The on-site materials are anticipated to possess a very low- to low-expansion potential. Any potential import soil sites should be evaluated and approved by the Geotechnical Consultant prior to importation. At least two working days' notice of a potential import source should be given to the Geotechnical Consultant so that appropriate testing can be accomplished. The type of material considered most desirable for import is a non-detrimentally expansive granular material with some silt or clay binder.

Prior to placing any fill soils or constructing any new improvements in areas that have been cleaned out to receive fill, the exposed soils should be scarified [cut and remove debris] to a depth of approximately 6 to 12 inches, be moisture conditioned, and compacted to at least 90 percent relative compaction.

Therefore, with completion of the geotechnical investigation in January 2017 for the Project as required by the City's GP, compliance with recommendations in the report to maintain compliance for expansive soils as defined in Table 18-1-B of the Uniform Building Code (1994), if applicable, directly and indirect impacts will be less than significant and no mitigation measures are required.

THRESHOLD VII.E: No Impact. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

General Plan EIR Summary

The City is in the wastewater treatment service area of the Eastern Municipal Water District. Most development and redevelopment that would be approved pursuant to the GP would involve sewer connections. However, septic tanks may be used in GP designations permitting residential densities below two units per acre. Five proposed GP designations would permit residential development at densities of two units per acre or less: four Rural Residential designations, RR5 through RR1/2, and the Rural Mountainous (RM) designation. New developments in GP designations where use of septic tanks would be permitted would be required to conduct percolation tests before installation of septic systems—as required by the Riverside County Department of Environmental Health—to verify that water will percolate into soil under the site at an adequate rate for the septic system to function. Additionally, septic systems are required to comply with the California Plumbing Code, California Code of Regulations, Title 24, Part 5. Impacts would be less than significant (GP EIR, p. 5.6-30).

Project Impact Discussion

The Project will connect to the City's wastewater treatment system and no septic tank will be used at the Project site. Therefore, no impact is anticipated in this regard and no mitigation measures are required.

THRESHOLD VII.F: Less Than Significant Impact. Or indirectly destroy a unique paleontological resource or site or unique geologic feature?

General Plan EIR Summary

The flat-lying alluvial plains (Pleistocene sediments) that are found within the GP area are highly sensitive for finding significant nonrenewable paleontological resources. Fossils from these sediments may include mammoths, mastodons, ground sloths, dire wolves, short-faced bears, saber-toothed cats, large and small horses, large and small camels, and bison. During excavation of the Eastside Reservoir Project (Diamond Valley Reservoir), to the east of the City, numerous Ice Age mammals were found, including mammoths, mastodons, bison, and ground sloths. Several of these finds were between three to five feet below the surface. As a result, the possibility of finding additional paleontological resources within City boundaries (higher elevation than reservoir) is high at depths of 10 feet or more below ground surface.

Existing federal, state, and local regulations address the provision of studies to identify archaeological and paleontological resources; application review for projects that would potentially involve land disturbance; provide a project-level standard condition of approval that addresses unanticipated archaeological and/or paleontological discoveries; and requirements to develop specific mitigation measures if resources are encountered during any development activity. Protection of archaeological and paleontological resources is also afforded by CEQA for individual projects subject to discretionary actions that are implemented in accordance with the preferred Land Use Plan. Per Section 21083.2 of CEQA, the lead agency shall determine whether the project may have a significant effect on archaeological resources. If the lead agency determines that the project may have a significant effect on unique archaeological resources, the EIR shall address those resources and mitigate impacts.

In conclusion, the potential to uncover undiscovered paleontological resources in the City is high. Implementation of Mitigation Measures 5-1 through 5-4 identified in the GP EIR would reduce impacts to less than significant (GP EIR, pp. 5.5-15 – 5.5-17).

Project Impact Discussion

The proposed Project site is identified within an area of “High B” paleontological sensitivity in the City’s GP Draft EIR (Figure 5.5-1). Within areas of high sensitivity for paleontological resources, Mitigation Measure 5.2 from the City’s GP Draft EIR requires paleontological monitoring of all projects during ground disturbing activities (GP EIR, p. 5.5-18). Mitigation measures from the City’s GP EIR have been subsequently replaced with standard City conditions of approval per the City revising their approach regarding project mitigation. Consequently, a Paleontological Resource Assessment (PRA) was prepared for the Project site by Applied Earthworks dated January 2018 (AE-B). The PRA included a review of published and unpublished literature and museum collection records maintained by the Natural History Museum of Los Angeles County. The purpose of which was to identify the geologic units underlying the Project area and to determine whether previously recorded paleontological localities occur within the Project boundary or within the same geologic units located elsewhere. The museum records search was followed by a field survey, during which the ground surface of the Project area was visually inspected for exposed fossils and the geologic exposures were evaluated for their potential to contain preserved fossil material at the subsurface. Using the results of the museum records search and field survey, the paleontological resource potential of the Project area was determined in accordance with Society of Vertebrate Paleontology (SVP) guidelines (2010). (AE-B, p. i).

Published geologic mapping indicates that the Project area is immediately underlain by Quaternary alluvial fan (Qof) deposits (AE-B, p. 9). Museum records found no previously recorded paleontological localities directly within Project boundaries; however, at least two previously documented fossil localities have been reported nearby in Riverside County from within geologic units that are similar to those that underlie the Project area. No paleontological resources were found by AE during the course of the field survey of the Project site (AE-B, p. i).

The PRA determined the Project site's likelihood of impacting scientifically significant vertebrate fossils as a result of Project development is low to high, increasing with depth. Therefore, City standard conditions of approval as written below will provide a qualified paleontologist be retained to develop and implement a Paleontological Resource Impact Mitigation Program (PRIMP) during construction. The mitigation plan describes, in detail, when and where paleontological monitoring will take place and establishes communication protocols to be followed in the event that an unanticipated fossil discovery is made during project development. If significant fossil resources are known to occur within the boundaries of the project and have not been collected, then the plan will outline the procedures to be followed prior to the commencement of construction (i.e., preconstruction salvage efforts or avoidance measures, including fencing off a locality). Should microfossils be known to occur in the geologic unit(s) underlying the project area or suspected to occur, then the plan will describe the methodology for matrix sampling and screening. The paleontological mitigation plan should be prepared by a qualified professional paleontologist and developed using the results of the initial paleontological assessment and survey. Elements of the plan can be adjusted throughout the course of a project as new information is gathered and conditions change, so long as the lead agency is consulted and all parties are in agreement.

At the conclusion of all Project-related ground disturbances, all significant fossils found during the course of on-site monitoring should be permanently curated at the Western Science Center and a final technical report of findings should be drafted and submitted to the City. Through compliance with applicable regulations and Conditions of Approval, the Project will reduce potential impacts to paleontological resources to less than significant.

Conditions of Approval

The Project will be required to comply with all recommendations in the Project-specific Geotechnical Report, prepared in January 2017. In addition, City standard conditions of approval related to paleontological resources are included below:

- 1. Paleontologist Required.** This site is mapped as having a high potential for paleontological resources (fossils) at shallow depth. Therefore, prior to issuance of grading permits:

The permittee shall retain a qualified paleontologist approved by the City of Menifee to create and implement a project-specific plan for monitoring site grading/earthmoving activities (project paleontologist).

The project paleontologist retained shall review the approved development plan and shall conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted to the Community Development Department for review and approval prior to issuance of a Grading Permit.

Information to be contained in the PRIMP, at a minimum and in addition to other industry standard and Society of Vertebrate Paleontology standards, are as follows:

- a) The project paleontologist shall participate in a pre-construction project meeting with development staff and construction operations to ensure an understanding of any mitigation measures required during construction, as applicable.
- b) Paleontological monitoring of earthmoving activities will be conducted on an as-needed basis by the project paleontologist during all earthmoving activities that may expose sensitive strata. Earthmoving activities in areas of the project area where previously undisturbed strata will be buried but not otherwise disturbed will not be monitored. The project paleontologist or his/her assign will have the authority to reduce monitoring once he/she determines the probability of encountering fossils has dropped below an acceptable level.
- c) If the project paleontologist finds fossil remains, earthmoving activities will be diverted temporarily around the fossil site until the remains have been evaluated and recovered. Earthmoving will be allowed to proceed through the site when the project paleontologist determines the fossils have been recovered and/or the site mitigated to the extent necessary.
- d) If fossil remains are encountered by earthmoving activities when the project paleontologist is not onsite, these activities will be diverted around the fossil site and the project paleontologist called to the site immediately to recover the remains.
- e) If fossil remains are encountered, fossiliferous rock will be recovered from the fossil site and processed to allow for the recovery of smaller fossil remains. Test samples may be recovered from other sampling sites in the rock unit if appropriate.
- f) Any recovered fossil remains will be prepared to the point of identification and identified to the lowest taxonomic level possible by knowledgeable paleontologists. The remains then will be curated (assigned and labeled with museum* repository fossil specimen numbers and corresponding fossil site numbers, as appropriate; places in specimen trays and, if necessary, vials with completed specimen data cards) and catalogued, an associated specimen data and corresponding geologic and geographic site data will be archived (specimen and site numbers and corresponding data entered into appropriate museum repository catalogs and computerized data bases) at the museum repository by a laboratory technician. The remains will then be accessioned into the museum* repository fossil collection, where they will be permanently stored, maintained, and, along with associated specimen and site data, made available for future study by qualified scientific investigators.

* The City of Menifee must be consulted on the repository/museum to receive the fossil material prior to being curated.

- g) A qualified paleontologist shall prepare a report of findings made during all site grading activity with an appended itemized list of fossil specimens recovered during grading (if any). This report shall be submitted to the Community Development Department for review and approval prior to building final inspection as described elsewhere in these conditions.

All reports shall be signed by the project paleontologist and all other professionals responsible for the report's content (e.g. Professional Geologist, Professional Engineer, etc.), as appropriate. Two wet-signed original copies of the report shall be submitted directly to the Community Development Department along with a copy of this condition, deposit-based fee and the grading plan for appropriate case processing and tracking.

Mitigation Measures

None. The City has revised their approach on mitigation and now uses all standard conditions of approval in place of GP EIR mitigation measures.

VIII. GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: BL 2015, CARB 2017, GP EIR, MMC, WEBB-A1

Applicable General Plan Policies

- Goal OSC-4: Efficient and environmentally appropriate use and management of energy and mineral resources to ensure their availability for future generations.
 - Policy OSC-4.1: Apply energy efficiency and conservation practices in land use, transportation demand management, and subdivision and building design.
 - Policy OSC-4.2: Evaluate public and private efforts to develop and operate alternative systems of energy production, including solar, wind, and fuel cell.
- Goal OSC-10: An environmentally aware community that is responsive to changing climate conditions and actively seeks to reduce local greenhouse gas emissions.
 - Policy OSC-10.1: Align the City's local GHG reduction targets to be consistent with the statewide GHG reduction target of AB 32.
 - Policy OSC-10.2: Align the City's long-term GHG reduction goal consistent with the statewide GHG reduction goal of Executive Order S-03-05.
 - Policy OSC-10.3: Participate in regional greenhouse gas emission reduction initiatives.
 - Policy OSC-10.4: Consider impacts to climate change as a factor in evaluation of policies, strategies, and projects.

Analysis of Project Effect and Determination of Significance

THRESHOLD VIII.A: Less than Significant with Mitigation Incorporated. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

General Plan EIR Summary

Buildout of the City would contribute to greenhouse gas (GHG) emissions impacts through direct and indirect GHG emissions. The GP EIR concluded that development under the GP would result in a substantial increase in GHG emissions as compared to existing conditions, and

that while GHG emissions at year 2020 and 2035 would be less than current levels, community-wide GHG emissions would not meet the 2020 target of Assembly Bill 32 (AB 32) or the long-term GHG reduction goals under Executive Order S-03-05. GP GHG impacts would be cumulatively considerable. Mitigation Measure 3-1 (from the Air Quality section) was identified in the GP EIR to reduce GHG emissions impacts related to construction. However, these impacts would remain significant and unavoidable after mitigation (GP EIR, pp. 5.7-15 – 5.7-23).

Project Impact Discussion

GHG emissions for the Project were analyzed in the Air Quality/Greenhouse Gas Analysis to determine if the Project could have an impact related to GHG emissions. These impacts are analyzed on a cumulative basis, utilizing Carbon Dioxide Equivalent (CO₂E), measured in metric tons (MT) or, MTCO₂E. They are analyzed for both the construction and operational phases of the Project. The significance of GHG emissions may be evaluated based on locally adopted quantitative thresholds, or consistency with a regional GHG reduction plan (such as a Climate Action Plan). Although the City has not adopted its own GHG Thresholds of Significance for CEQA, it follows guidance from SCAQMD's 2008 Interim CEQA GHG Significance Thresholds. The interim thresholds are a tiered approach; projects may be determined to be less than significant under each tier or require further analysis under subsequent tiers. Tier 3 is defined as project GHG emissions below screening thresholds of 10,000 MTCO₂E per year (MTCO₂E/yr) for industrial projects and 3,000 MTCO₂E/yr for all residential or commercial projects where the SCAQMD is the lead agency. Tier 4 is defined as the project achieves performance standards which may include a) achieving a 30 percent or greater reduction under business-as-usual methodology, b) the project includes early implementation of measures in the California Air Resources Board Scoping Plan, or c) the project achieves efficiency targets of 4.8 and 3.0 MTCO₂E/yr per service population for target years 2020 and 2035, respectively. The GHG analysis prepared for the proposed Project is compared herein to the 3,000 MT CO₂E Tier 3 significance standard and the Tier 4 efficiency threshold suggested by SCAQMD for the purpose of disclosing potential impacts; the City has utilized these SCAQMD tiers in the GP EIR. The Tier 4 project-level efficiency thresholds are 4.8 and 3.0 MTCO₂E/yr per service population for 2020 and 2035, respectively. Service population is defined as residential and employment population (WEBB-A1, p. 8-10).

To determine whether GHG emissions associated with the proposed Project would directly or indirectly have a significant impact on the environment, Project emissions are compared to those associated with implementation of the GP and related significant and unavoidable impacts disclosed in the GP EIR. Projects that are determined to be consistent with the GP and associated impacts disclosed in the GP EIR and implement reasonable and feasible mitigation measures to reduce GHG emissions, are determined to have no greater or different impact than what was identified in the GP EIR and have been addressed in the Statement of Overriding Considerations.

GHG Emissions Analysis. The GHG emissions analysis evaluates both short-term construction and long-term operational emissions. Construction of the proposed Project would generate temporary GHG emissions primarily associated with the operation of construction equipment and worker trips. The CalEEMod model calculates GHG emissions from fuel usage by construction equipment and construction-related activities, like construction worker trips, for the Project. The CalEEMod estimate does not analyze emissions from construction-related electricity or natural gas, as these are too speculative to quantify. The Air Quality/Greenhouse Gas Analysis indicates that an estimated 7,168.24 MTCO₂E will occur from Project construction equipment over the course of the estimated construction period. Since the 2008 SCAQMD guidance document recommends that construction emissions be amortized for a project lifetime

of 30 years to ensure that GHG reduction measures address construction GHG emissions as part of the operational reduction strategies, the total GHG emissions from Project construction were amortized and are included below in **Table M – Total Unmitigated Project-Related GHG Emissions**.

Long-term emissions relate to area sources, energy use, solid waste, water use, and transportation (mobile sources). CalEEMod estimates long-term GHG emissions associated with these sources. Area sources include landscape equipment emissions, architectural coating, and consumer products. Energy-related emissions consist of building electricity and natural gas usage (non-hearth) for each land use type. Mobile source emissions are from Project-related vehicle usage, based on trip generation data provided in the Project-specific Traffic Impact Analysis. Solid waste emissions are associated with the disposal of solid waste into landfills. Water-related energy use is electricity used in water supply, treatment, and distribution, as well as wastewater treatment. The total GHG emissions from these sources, as well as amortized construction emissions (WEBB-A1, pp. 8-11).

Table M – Total Unmitigated Project-Related GHG Emissions				
Source	Metric Tons per year (MT/yr)			
	CO₂	CH₄	N₂O	Total CO₂E
Amortized Construction	--	--	--	238.94
Area	0.01	0.00	0.00	0.01
Energy	1,757.97	0.07	0.02	1,764.98
Mobile	15,184.00	1.07	0.00	15,210.77
Solid Waste	34.35	2.03	0.00	85.10
Water	271.96	1.44	0.04	318.68
Total	17,248.29	4.61	0.06	17,618.48
Source: WEBB-A1, p. 11				
Note:				
1. Emissions reported as zero are rounded and not necessarily equal to zero.				

As reflected in the table above, the total GHG emissions generated from the Project is approximately 17,618.48 MTCO₂E/yr. This is above SCAQMD Tier 3 screening threshold level of 3,000 MTCO₂E/yr. Therefore, SCAQMD Tier 4 threshold has been applied. As stated above, the Tier 4 Project-level efficiency thresholds are 4.8 and 3.0 MTCO₂E/year per service population for 2020 and 2035, respectively. Service population is defined as residential and employment population. The land uses analyzed generate approximately 692 employees. Thus, the Project would achieve an efficiency of 25.5 MTCO₂E/yr per service population, which exceeds the Tier 4 thresholds. Therefore, the Project will not meet the efficiency thresholds under SCAQMD Tier 4 requirements.

The primary source of Project GHG emissions are from mobile sources, and while some trip reduction strategies can be imposed on employees, the Project cannot reasonably impose mitigation on private customers and their vehicles to the extent that would fully mitigate the impact (WEBB-A1, pp. 9-11).

The Project's impact is further compared to the emissions thresholds and mitigation measures required in the GP EIR. The Project's threshold of significance is determined based on the compatibility with the GP EIR. The Project site is designated as EDC in the City's GP,

specifically EDC-CC. The proposed Project site is within the 392-acre EDC-CC GP land use designation. As stated in the GP, development in the community core is anticipated to be a relatively balanced mix of residential (25 percent), commercial retail (10 percent), commercial office (35 percent), and business park uses (30 percent). (GP, Land Use Element LU-2, p. 3 of Exhibit LU-3, and Exhibit LU-B2E). The proposed Project's potential future land uses as a mixed use center that would commercial, office, retail, and/or industrial land uses as reflected in Figure 4, above, are allowed uses under the EDC-CC. Since the Project's proposed future land use is consistent with the Project site's EDC-CC land use designation, from a GHG emissions standpoint, the Project would be consistent with the established GP.

The GP EIR provided an evaluation of GHG emissions associated with build out of the land uses anticipated in the GP under 2020 and 2035 scenarios. With reduction measures implemented city-wide, emissions are forecast to be reduced 26 percent in 2020 and 32 percent in the 2035 GP horizon year. Because transportation related emissions generate the highest percentage of GHG emissions, reduction measures focus on reducing vehicle miles traveled (VMT) and include improved access to transit, pedestrian and bicycle infrastructure. These, as well as measures to construct housing in proximity to commercial and professional services will also reduce VMT. Implementation of applicable regulations designed to improve building efficiencies as well as reduce energy and water consumption would be consistent with GP policies and related measures intended to reduce energy demand. However, even with the implementation of the recommended measures, Impact 5.7-1 in the GP EIR states that buildout of the GP would result in a substantial increase in GHG emissions compared to existing conditions. While GHG emissions at year 2020 and 2035 would be less than current levels, community-wide GHG emissions would not meet the efficiency targets. The Project's GHG emissions are considered to be within the GHG emissions identified in the GP EIR. As such, Project-specific GHG emissions are consistent with GP EIR and are not greater than or different from those disclosed and found to be significant and unavoidable in the GP EIR.

The decision to evaluate Project GHG emission impact based on consistency with the GP and GP EIR is at the City's discretion, which the City has chosen to exercise here. The GP EIR is a programmatic level review of potential impacts associated with build out of the GP. It does not provide an evaluation of Project-specific impacts. For projects that are consistent with the GP, the significance determination tiers off the GP EIR, and the evaluation focuses on whether the project would cause impacts that are greater than or different from those disclosed and found to be significant and unavoidable. Project's that are consistent with the effects examined in the GP's programmatic EIR would be considered to have less than significant impacts. As previously stated, the proposed Project is consistent with the land use for the site, and therefore the impacts for the proposed project have all been integrated into the overall GP development assumptions. In addition, the Project is consistent with GHG reduction policy and implementation strategies identified in Table 5.7-9 of the GP EIR. The purpose of these GHG reduction measures are to reduce GHG emissions city-wide. GHG reduction measures that are applicable to the Project are listed below:

- Policy C-1.1: Require roadways to:
 - Comply with federal, state, and local design and safety standards
 - Meet the needs of multiple types of users (families, commuters, recreational beginners, exercise experts) and meet ADA standards and guidelines.
 - Be compatible with streetscape and surrounding land uses.
 - Be maintained in accordance with best practices.
- Policy C-2.1: Require on- and off-street pathways to:
 - Comply with federal, state, and local design and safety standards

- Meet the needs of multiple types of users (families, commuters, recreational beginners, exercise experts) and meet ADA standards and guidelines.
 - Be compatible with streetscape and surrounding land uses.
 - Be maintained in accordance with best practices.
- Policy C-2.3: Require walkways that promote safe and convenient travel between residential areas, businesses, schools, parks, recreation areas, transit facilities, and other key destination points.
- Policy C-3.2: Require new development to provide transit facilities, such as bus shelters, transit bays, and turnouts, as necessary.
 - Action C13: Encourage developers to provide bikeway and pedestrian connections between developed land uses, as well as bicycle parking accommodations for employees and customers.
 - Action C29: Prepare an NEV Plan that supports flexible travel options, promotes vehicle emission reductions, integrates with other alternative transportation modes, and incorporates parking standards that recognize the reduced footprint needs inherent with NEVs and golf carts.
 - Action OSC75: Create a program to incentivize new and existing commercial, industrial, public, school and medical facilities/developments to install shared vehicle parking, carpool parking, additional bike racks, and bus stop shelters. Components of the plan could include reduced permit fees, expedited processing, reduced parking requirements, etc.

The Project will be consistent with the above applicable GHG reduction measures in order to reduce GHG emissions associated with the Project, as described below:

- Policy C-1.1 and C-2.1: **Consistent.** There are no new roads being proposed as part of this Project; rather, an easement is being provided for a future private drive aisle within the Project site and access easements for connectivity to the undeveloped parcel to the north. The Project's Air Quality/Greenhouse Gas Analysis Technical Memorandum (WEBB-A1) assumed construction of the private drive, using assumptions based on a typical street design for this size of road. The Project will construct Haun Road east of the centerline to its ultimate width at the Project frontage for it to be a divided, 4-lane major road as described in the City's General Plan Circulation Element Exhibit C-3 Roadway Network, which will be consistent with General Plan Policies C-1.1 and C-2.1. See consistency with Policy C-2.3 (below) for more discussion on meeting the needs of multiple types of users, compatibility with streetscape and surrounding land uses, and maintain roadways.
- Policy C-2.3: **Consistent.** As noted above, the Project is to entitle the parcel for subdivision into six parcels and dedicate portions of Haun and Holland Roads as well as provide access easements. The Project would be required to install frontage improvements along Haun Road. These improvements would facilitate safe and convenient pedestrian and bicycle connectivity to and from the site and neighboring destinations. Further, on-site pedestrian improvements would be installed by future implementing projects to facilitate on-site pedestrian circulation in conformance with the EDC-CC zoning. The Project would be consistent with Policy C-2.3.
- Policy C-3.2: **Consistent.** The Tentative Parcel Map (TPM) includes a bus turnout south of the Project's entrance and Holland Road. Riverside Transit Authority (RTA) provides bus service in the City of Menifee. Upon review of RTA's Short Range Transit Plan for FY2018-FY2020, RTA does not have published plans to include a route on Haun Road; however, the Project will provide infrastructure for a public transportation stop along

northbound Haun Road which complies with the City's General Plan Circulation Element Exhibit C-5 Potential Transit Services and Policy C-3.2. Therefore, the Project is consistent with Policy C-3.2.

- Action C13: **Consistent.** As shown on the TPM and as discussed under Policy C-2.3 above, the Project frontage complies with the City's zoning requirements that requires sidewalks for projects within the EDC-CC; the Project's sidewalk design matches the existing design used at the Menifee Countryside Marketplace to provide consistency between projects within the EDC-CC as provided in MMC 9.140.040. This provides connectivity to the proposed residential developments to the west as well as the medical office and assisted living development to the southwest of the Project site at the southwest corner of Haun and Holland Roads. Therefore, the Project would be consistent with Action C-13.
- Action C29: **Consistent.** The Project is to entitle a parcel to be subdivided into six parcels with access easements that will provide internal access and access to the undeveloped parcel to the north. Since the Project is located within the EDC-CC, the CMP is included in the application to provide a list of anticipated uses on those six parcels as they are developed; however, the actual use of each parcel is unknown at this time. At the time of each implementing Project, it is anticipated that in addition to complying with CalGreen codes, the number of additional EV Tier 1 and Tier 2 stations to be installed on a voluntary basis will be determined at that time. However, the Project would provide raceways for future installation of electric vehicle charging stations consistent with Table 5.106.5.3.3 of the CalGreen Code. The Project will not interfere with the City's planned Menifee Bikeway and Community Pedestrian Network, which includes a community off-road neighborhood electric vehicle (NEV)/bike trail (Class I) adjacent to Haun Road along the Project frontage as well as a subregional route/on-street bike lane (Class II) along Holland Road and connecting to the Project site (GP EIR, Figure 5.16-8). Thus, the Project would be consistent with Action C-29.
- Action OSC75: **Consistent.** As described in *Section III, Air Quality* of this MND. Mitigation Measure **MM AQ 1** will encourage future Project tenants to use trip reduction strategies such as ride share, carpool, and public transit. The Project would provide carpool/vanpool, clean air vehicle, and bike racks consistent with Sections 5.106.5.2 and 5.106.4 of the CalGreen Code. These measures are intended to reduce dependency on the automobile which will reduce automobile trips and related GHG emissions. Thus, the Project would be consistent with Action OSC75.

Examining GHG impacts in terms of a Project's overall contribution to city-wide emissions is particularly important because GHG is a fundamentally cumulative impact (not project based). That means that so long as the City's overall GHG emissions are not greater than previously forecast, the determination that "no new effects could occur" can (and should) be made. Mitigation Measures **MM AQ-1** through **MM AQ-3** from the Air Quality section are applicable to reducing GHG emission impacts, and so are included here as well. For the reasons discussed above, Project impacts are considered less than significant with mitigation incorporated.

THRESHOLD VIII.B: Less Than Significant with Mitigation Incorporated. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

General Plan EIR Summary

CARB Scoping Plan. In accordance with AB 32, CARB developed the Scoping Plan to outline the state's strategy to achieve 1990 level emissions by year 2020. To estimate the reductions

necessary, CARB projected statewide 2020 Business-As-Usual (BAU) GHG emissions and identified that the state as a whole would be required to reduce GHG emissions by 28.5 percent from year 2020 BAU to achieve the targets of AB 32 (CARB 2008). Since release of the 2008 Scoping Plan, CARB has updated the 2020 GHG BAU forecast to reflect GHG emissions in light of the economic downturn and measures not previously considered in the 2008 Scoping Plan baseline inventory. The revised BAU 2020 forecast shows that the state would have to reduce GHG emissions by 21.6 percent from BAU without Pavley and the 33 percent RPS or 15.7 percent from the adjusted baseline (i.e., with Pavley and 33 percent RPS) (CARB 2012c).

Since adoption of the 2008 Scoping Plan, state agencies have adopted programs identified in the Plan, and the legislature has passed additional legislation to achieve the GHG reduction targets. Statewide strategies to reduce GHG emissions include the Low Carbon Fuel Standard (LCFS), California Appliance Energy Efficiency regulations; California Building Standards (i.e., CALGreen and the 2013 Building and Energy Efficiency Standards); 33 percent RPS; and changes in the corporate average fuel economy standards (e.g., Pavley I and California Advanced Clean Cars [Pavley II]). In addition, the statewide measures, the policies and implementation actions included as part of the proposed GP and shown on Table 5.7-9 (*City of Menifee Proposed Greenhouse Gas Reduction Policy and Implementation Strategies*) in the GP EIR would be consistent with the intent of the Scoping Plan.

The Circulation Element policies and implementation actions presented on Table 5.7-9 would provide an overall VMT reduction of 2.6 percent. This reduction in VMT would therefore reduce the overall transportation-related GHG emissions. Implementation Action OSC77 would result in construction of new buildings that are 30 percent more energy efficient than what is required in the 2008 Building Energy Efficiency standards. In addition, this implementation action would increase the energy efficiency of new residential buildings by 5 percent above the 2013 Building Energy Efficiency Standards. Compliance with state and local regulations would ensure that the growth under the GP would not conflict with the Scoping Plan. Therefore, impacts would be less than significant (GP EIR, pp. 5.7-23 – 5.7-28).

SCAG's 2012 RTP/SCS. SCAG's 2012 RTP/SCS is a regional growth management strategy that targets per capita GHG reduction from passenger vehicles and light duty trucks in the Southern California region. The 2012 RTP/SCS incorporates local land use projections and circulation networks in the cities' and counties' general plans. The projected regional development pattern, including location of land uses and residential densities included in local general plans, when integrated with the proposed regional transportation network identified in the 2012 RTP/SCS, would reduce per capita vehicular travel-related GHG emissions and achieve the GHG reduction per capita targets for the SCAG region.

The GP Land Use Plan would intensify development of non-residential land uses and improve the jobs-housing balance within the City. This land use strategy is consistent with the overall goal of the 2012 RTP/SCS as improvement in the jobs-housing balance could potentially reduce vehicle miles traveled (VMT). Additionally, Table 5.10-1 (*Consistency with SCAG's 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy Goals*) in the GP EIR provides an assessment of the Project's relationship to applicable RTP/SCS goals. As identified in this table, the GP would be consistent with the applicable RTP/SCS goals. Therefore, the GP is consistent with SCAG's 2012 RTP/SCS (GP EIR, p. 5.7-28).

Project Impact Discussion

The City has not yet adopted a qualified GHG reduction plan; however, the City has outlined several GHG reduction policy and implementation strategies in its GP (GP EIR, Table 5.7-9) in support of achieving the reduction target of AB 32 and the statewide GHG reduction goal of Executive Order S-03-05. The City has adopted the 2019 edition of the CBC (Title 24), including

the California Green Building Standards Code (pursuant to MMC, Chapter 8.06). The Project will be subject to the California Green Building Standards Code, which requires new buildings to reduce water consumption, employ building commissioning to increase building system efficiencies for large buildings, divert construction waste from landfills, and install low pollutant-emitting finish materials.

In addition, the Project is consistent with the GP land use designation and zoning requirements for this site, and with the incorporation of mitigation measure MM AQ 1 through MM AQ 3, the Project will be consistent with the 2017 California Air Resources Board Climate Change Scoping Plan Update (CARB 2017).

SB 32 requires the state to reduce statewide greenhouse gas emissions to 40 percent below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal of 1990 levels by 2020 and provides an intermediate goal to achieving S-3-05, which sets a statewide GHG reduction target of 80 percent below 1990 levels by 2050.

According to research conducted by the Lawrence Berkeley National Laboratory and supported by CARB, California, under its existing and proposed GHG reduction policies, is on track to meet the 2020 reduction targets under AB 32 and could achieve the 2030 goals under SB 32 (BL 2015).

The Project reduces its GHG emissions to the maximum extent feasible as discussed in this document. Additionally, the Project applicant would not actively interfere with any future City-mandated, state-mandated, or federally-mandated retrofit obligations enacted or promulgated to legally require development City-wide, state-wide, or nation-wide to assist in meeting state-adopted GHG emissions reduction targets, including that established under Executive Order S-3-05, Executive Order B-30-15, or SB 32.

The Project does not interfere with the state's implementation of (i) Executive Order B-30-15 and SB 32's target of reducing statewide GHG emissions to 40 percent below 1990 levels by 2030 or (ii) Executive Order S-3-05's target of reducing statewide GHG emissions to 80 percent below 1990 levels by 2050 because it does not interfere with the state's implementation of GHG reduction plans described in the CARB's Updated Scoping Plan, including the state providing for 12,000 MW of renewable distributed generation by 2020, the California Building Commission mandating net zero energy homes in the building code after 2020, or existing building retrofits under AB 758. Therefore, the Project's impacts on GHGs in the 2030 and 2050 horizon years are less than significant with the incorporation of mitigation measures MM AQ 1 through MM AQ 3.

Therefore, the Project would be consistent with the applicable plans, policies and regulation for the purpose of reducing GHG gases, and thus has an impact of less than significant with mitigation incorporated.

Conditions of Approval

- The Project is required to comply with Title 24, Part 6 (Energy Efficiency Standards or California Energy Code), as well as Title 24, Part 11 (California Green Building Standards Code - referred to as CalGreen).

Mitigation Measures:

Mitigation Measures **MM AQ-1** through **MM AQ-3**, as described in the Air Quality section, are also applicable to this section.

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
D. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
E. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
F. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
G. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: AEI-A, AEI-B, CALFIRE, GP, GP EIR, MMC, SCAQMD 2003

Applicable General Plan Policies

- Goal S-5: A community that has reduced the potential for hazardous materials contamination.
 - Policy S-5.1: Locate facilities involved in the production, use, storage, transport, or disposal of hazardous materials away from land uses that may be adversely

- impacted by such activities and areas susceptible to impacts or damage from a natural disaster.
- Policy S-5.2: Ensure that the fire department can continue to respond safely and effectively to a hazardous materials incident in the City, whether it is a spill at a permitted facility, or the result of an accident along a section of the freeway or railroads that extend across the City.
- Policy S-5.4: Ensure that all facilities that handle hazardous materials comply with federal and state laws pertaining to the management of hazardous wastes and materials.
- Policy S-5.5: Require facilities that handle hazardous materials to implement mitigation measures that reduce the risks associated with hazardous material production, storage, and disposal.
- Goal S-6: A City that responds and recovers in an effective and timely manner from natural disasters such as flooding, fire, and earthquakes, and as a result is not impacted by civil unrest that may occur following a natural disaster.
 - Policy S-6.1: Continuously review, update, and implement emergency preparedness, response, and recovery plans that make the best use of the City- and county-specific emergency management resources available.

Analysis of Project Effect and Determination of Significance

THRESHOLD IX.A: Less Than Significant Impact. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

General Plan EIR Summary

The GP involves the designation of commercial, industrial, and residential land uses in the City. Buildout in accordance with the GP would result in an increase in the frequency of transport, use, and disposal of hazardous materials associated with commercial and industrial growth within the City. Industrial uses, which are the primary hazardous-waste-generating facilities in the City, are currently concentrated in the northern portion of the City in the Romoland area near SR-74. Under the GP, industrial land use designations would remain in these locations. Buildout of the GP would allow for 28 acres of heavy-industrial development within the City as well as development of 2,466 acres designated EDC and possibly Expanded EDC, which would permit a mixture of land uses including industrial land uses. Land in the EDC is along the I-215 and along Ethanac Road, Newport Road, and Scott Road. An increase in the transport of hazardous waste from buildout of the GP could result in more accidental events, such as spills, that release hazardous materials. However, current federal and state regulations, City ordinances, and proposed GP policies would regulate the handling of hazardous substances to reduce potential releases; exposure; and risks of transporting, storing, treating, and disposing of hazardous materials and wastes. Impacts would be less than significant (GP EIR, pp. 5.8-29 – 5.8-30).

Project Impact Discussion

Construction of the proposed Project would likely involve some transport, use, and disposal of hazardous materials and waste such as fuels and lubricants for construction machinery and architectural coating materials. Routine construction control measures and best management practices for hazardous materials storage, use, and disposal would reduce potential short-term impacts to less than significant.

Transport and use of hazardous materials at the Project site during operation would generally be limited to potential auto repair, industrial, and gas station uses at the Project site. Because

the exact tenants of the potential industrial buildings on-site are unknown at this time, there is the potential that hazardous materials such as petroleum products, pesticides, fertilizer, and other household hazardous products (i.e. household cleaning products) may be stored and transported from the proposed facility. However, these hazardous materials would not be manufactured at the Project site and would only be stored short-term before transport.

Further, all new development is required to comply with the regulations, standards, and guidelines established by the federal, state, and local government related to transport, use, and disposal of hazardous materials and the risk of the public's potential exposure to hazardous substances is considered less than significant and no mitigation measures are required.

THRESHOLD IX.B: Less Than Significant Impact. 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?

General Plan EIR Summary

Refer to the GP EIR Summary section under *Threshold VIII.A.*

Project Impact Discussion

As noted in *Threshold VIII.A.* above, the Project may involve the use of small amounts of hazardous materials but shall comply with all applicable federal and state laws pertaining to the transport, use, disposal, handling, and storage of hazardous materials, including but not limited to Title 49 of the Code of Federal Regulations and Title 13, (motor vehicles) Title 8 (Cal/OSHA), Title 22 (Health and Safety Code), Title 26 (Toxics) of the California Code of Regulations, and Chapter 6.95 of the Health and Safety Code (Hazardous Materials Release Response Plans and Inventory), which describes strict regulations for the safe transportation of hazardous materials. Thus, the Project is not expected to result in the use of large amounts of hazardous materials that would create a hazard to the public or environment. Therefore, potential impacts are considered less than significant and no mitigation measures are required.

THRESHOLD IX.C: Less Than Significant Impact. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

General Plan EIR Summary

Refer to the GP EIR Summary section under *Threshold VIII.A.*

Project Impact Discussion

The Santa Rosa Academy charter school is the closest sensitive receptor which is located approximately 0.40 mile northwest of the Project site, on the western side of Haun Road and the proposed Project includes a potential day care facility as one of its potential uses on-site.

The Project will potentially involve use, transport, and storage of hazardous materials associated with the uses at the Project site. The Project does not include stationary sources and is not anticipated to attract a large number of mobile sources that may spend long periods of time idling at the site, such as warehouse/transfer facilities (SCAQMD 2003). The Project is not anticipated to emit hazardous emissions.

As discussed above in *Threshold VIII.A.*, all new development is required to comply with the regulations, standards, and guidelines established by the federal, state, and local governments related to hazardous materials and the risk of exposure to hazardous emissions from hazardous

or acutely hazardous materials, substances, or waste. Although there is a school within 0.40 mile of the site, compliance with existing regulations and the fact that no hazardous emissions are planned for the Project, this impact is considered less than significant and no mitigation measures are required.

THRESHOLD IX.D: Less Than Significant Impact. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

General Plan EIR Summary

At the time of the GP EIR's certification (December 2013), there were six reported Significant Hazardous Materials Sites located in the GP area. An additional 18 sites in Menifee are listed as leaking underground storage tanks (LUSTs) cases: eight open cases and 10 closed.

Due to the fact that there are numerous sites undergoing investigation and/or remediation within the City, impacts from hazardous substance contamination on or adjacent to specific project developments may occur. Future developments in accordance with implementation of the GP may be impacted by hazardous substance contamination remaining from historical operations on a particular site that may pose a significant health risk.

However, properties contaminated by hazardous substances are regulated at the local, state, and federal level and are subject to compliance with stringent laws and regulations for investigation and remediation. For example, compliance with the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), Resource Conservation and Recovery Act (RCRA), California Code of Regulations, Title 22, and related requirements would remedy any potential impacts caused by hazardous substance contamination. All environmental investigations, sampling, and/or remediation for projects within the City would be conducted under the oversight of a regulatory agency that has jurisdiction. Impacts would be less than significant (GP EIR, pp. 5.8-30 – 5.8-31).

Project Impact Discussion

In determining if a listed site is a potential environmental concern to the subject property, the following criteria can generally be used: 1) the site only holds an operating permit (which does not imply a release), 2) the site's distance from, and/or topographic position relative to, the subject property, and/or 3) the site has recently been granted "No Further Action" by the appropriate regulatory agency. A Phase I Environmental Site Assessment was conducted by AEI Consultants (AEI-A) for this Project site in October 2016. As part of this assessment, the following agencies or agency databases were consulted to determine if the Project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5:

- SCAQMD: No information regarding the Project site was found.
- Department of Toxic Substances Control (DTSC) Hazardous Waste Tracking System (HWTS) and EnviroStor database: No information regarding the Project site was found.
- RWQCB GeoTracker website: No information regarding the Project site was found.

The Project site was not identified in the databases reviewed by AEI (AEI-A, p. 21). Therefore, the Project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and will create a less than significant hazard to the public or the environment and no mitigation measures are required.

The Phase I report recommended additional soils testing since use of the property could not be verified prior to 2003, so a Phase II Limited Soil Sampling Investigation conducted by AEI in August 2017 (AEI-B). In addition, prior to any development of the site, the City requires on-site soil sampling for a property of this size that had previous agricultural uses (AEI-B p.10). The Phase II Limited Soil Sampling Investigation consisted of boring sites located throughout the project site. The bore samples revealed no pesticides or herbicides; metals detected were below regulatory screening limits. Therefore, the Project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would not create a significant hazard to the public or the environment; impacts are less than significant.

THRESHOLD IX.E: No Impact. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

General Plan EIR Summary

For noise impacts, refer to the GP EIR Summary section under *Threshold XIII.C*.

Height limits for structures within specified distances of each airport would remain in place and are enforced by the Federal Aviation Administration (FAA). Regulations of land uses in airport compatibility zones for Perris Valley Airport are implemented by the Riverside County Airport Land Use Commission (RCALUC). Development plans for projects in the part of Airport Compatibility Zone E for Perris Valley Airport or the parts of Airport Compatibility Zones D or E for March Air Reserve Base (MARB) in the City would be reviewed by the RCALUC before being considered for approval by the City.

GP buildout would not alter or interfere with land use compatibility review procedures of the RCALUC and the FAA. The RCALUC and FAA would review development plans and other land use plans considered for approval by the City. No conflict with regulations on land uses or structure heights would occur. Airport impacts would be less than significant (GP EIR, p. 5.8-31).

Project Impact Discussion

The Project site is over ten miles southeast of the MARB and is approximately six miles southeast of the Perris Valley Airport. As such, the Project is not 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. Therefore, the Project's airport proximity would result in no impact, including a safety hazard or excessive noise, to the safety of people residing or working in the Project area, and no mitigation measures are required.

THRESHOLD IX.F: Less Than Significant Impact. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

General Plan EIR Summary

The emergency response plan in effect in the County is the Riverside County Operational Area Emergency Operations Plan (EOP) adopted in 2006. The EOP defines the roles of various county agencies in emergency preparedness, emergency response, and hazard mitigation. The Riverside County Fire Department (RCFD) Office of Emergency Services is responsible for planning for and managing emergency responses. The Local Hazard Mitigation Plan, adopted in 2004, includes assessments of the nature, locations, probabilities, and severities of a wide

variety of hazards, as well as mitigation goals and strategies and action plans for reducing disaster risks.

Implementation of the GP would not block emergency evacuation routes and would not interfere with the operations of emergency response agencies. The GP includes a safety element containing policies for reducing potential losses from disasters and for emergency responses. No adverse impact would occur (GP EIR, pp. 5.8-31 – 5.8-32).

Project Impact Discussion

The Riverside County Fire Department Office of Emergency Services is responsible for planning for and managing emergency responses for the City; specifically, the Local Hazard Mitigation Plan includes assessments of the nature, locations, probabilities, and severities of a wide variety of hazards, as well as mitigation goals and strategies and action plans for reducing disaster risks.

Implementation of the City's GP would not block emergency evacuation routes or interfere with the operations of emergency response agencies (GP EIR, pp. 5.8-31 – 5.8-32). The Project site is currently vacant and does not provide access to evacuation routes or fire roads for the City's emergency response agencies, as there are no streets or other infrastructure on site. Further, the City's GP Safety Element contains additional policies, shown above, for reducing potential losses from disasters and for emergency responses. The Project will be designed in compliance with the California Fire Code as adopted by the MMC, Chapter 8.20. Therefore, because the proposed Project is consistent with the land use and zoning designation for the Project site, the Project is consistent with the City's GP and will have a less than significant and no mitigation measures are required on impacts on implementation of the City's adopted emergency response plan and will not physically interfere with emergency evacuation routes.

THRESHOLD IX.G: Less Than Significant Impact. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

General Plan EIR Summary

The expansive open space areas in the City are susceptible to destructive wildland fires, often exacerbated by dry weather and Santa Ana winds. The undeveloped areas in the City are characterized by sage scrub, chaparral, grassland, and other vegetation types that can provide fuel for wildland fires. A large percentage of the City's area is designated part of Moderate, High, and Very High fire hazard severity zones, as mapped by CAL FIRE. The GP would designate areas for development adjacent to areas that would be designated for open space. Therefore, risk of wildfire could occur.

Federal, state, and county fire suppression agencies have responsibility areas in the City. To protect the City and its residents from fire hazards, the City has building and fire codes that must be followed. The RCFD fire chief may also use their authority to require certain building, planning, or landscaping requirements.

Using fire-resistant building materials, implementing fuel modification zones, and maintaining vegetation clearance around structures is required to protect buildings and reduce the potential loss of life and property. New development in wildland and urban-wildland interface areas must be consistent with the existing regulations, including the State Fire Code, to meet fire safety standards for building construction. Additionally, the CBC includes sections on fire-resistant construction material requirements based on building use and occupancy. The construction requirements are a function of building size, purpose, type, materials, location, proximity to other structures, and the type of fire suppression systems installed. Because the State of California,

the County, and the City require adherence to building codes and review by the fire department to reduce wildland fires, fire hazard impacts would be less than significant (GP EIR, p. 5.8-32).

Project Impact Discussion

The fire hazard of an area is typically based on a combination of several factors. These conditions include: 1) fuel loads, i.e. the type of fuel or vegetation and its density and continuity, 2) topography, elevation and slope, 3) weather, 4) wildfire history, 5) dwelling density, and 6) existing local mitigation measures that help reduce the area's fire hazard, such as fuel modification zones, fire-rated construction, and fire hydrants.

Vegetation fires are not generally considered a significant hazard in the developed, relatively flat areas of the City because the low topographic relief and lack of fuel loading due to carefully maintained and regularly watered landscaping combine to mitigate the potential for wildland fires (GP EIR, p. 5.8-7). The Project site is within the developed, relatively flat area of the City and as shown in the City's GP, the Project site is not within a moderate, high, or very high fire hazard severity zone (GP, Figure S-6). The City's GP determination is consistent with the California Department of Forestry and Fire Protection (Cal Fire), which identifies areas of Very High Fire Hazard Severity Zones (VHFHSZs) within local responsibility areas (LRAs) and State Responsibility Areas. Mapping of the VHFHSZs is based on data and models of potential fuels over a 30- to 50-year time horizon and their associated expected fire behavior and expected burn probabilities which quantifies the likelihood and nature of vegetation fire exposure (including firebrands) to buildings. The Project site is located in a non-VHFHSZ LRA, and not in a State Responsibility Area (CALFIRE), which is consistent with the City's GP determination that the Project site is not within a moderate, high, or very high fire severity zone (GP, Figure S-6).

Additionally, the Project will be constructed in compliance with the current California Fire Code as adopted by the MMC, Chapter 8.20 to ensure that the building incorporates fire safety features in the unlikely event of risk from wildfire. Therefore, exposure of people or structures, either directly or indirectly, 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 will be less than significant and no mitigation measures are required.

Conditions of Approval

None

Mitigation Measures

None

X. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

B. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
D. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
E. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: AEI-A, CGP, EMWD, FEMA, GP SAF, LID 2011, GP EIR, RBF, WEBB-C, WEBB-D, WQMP 2012

Applicable General Plan Policies

- Goal S-3: A community that is minimally disrupted by flooding and inundation hazards.
 - Policy S-3.1: Require that all new developments and redevelopments in areas susceptible to flooding (such as the 100-year floodplain and areas known to the City to flood during intense or prolonged rainfall events) incorporate mitigation measures designed to mitigate flood hazards.
 - Policy S-3.2: Reduce flood hazards in developed areas known to flood.
 - Policy OSC-7.8: Protect groundwater quality by decommissioning existing septic systems and establishing connections to sanitary sewer infrastructure.
 - Policy OSC-7.9: Ensure that high quality potable water resources continue to be available by managing stormwater runoff, wellhead protection, and other sources of pollutants.
 - Policy OSC-7.10: Preserve natural floodplains, including Salt Creek, Ethanac Wash, Paloma Wash, and Warm Springs Creek, to facilitate water percolation,

replenishment of the natural aquifer, proper drainage, and prevention of flood damage.

Analysis of Project Effect and Determination of Significance

THRESHOLD X.A: Less Than Significant Impact. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

General Plan EIR Summary

During the construction of development projects under the GP, there would be the potential for short-term unquantifiable increases in pollutant concentrations. After project development, the quality of storm runoff could be altered. Since the GP does not include a specific development plan, project-specific WQMPs cannot be developed at this time. Future project-specific WQMPs would be prepared at the time of project application. Moreover, Low Impact Development (LID) and water quality treatment solutions prescribed in project-specific WQMPs would be designed to support or enhance the regional BMPs and efforts implemented by the City. Surface water quality impacts would be less than significant.

A project-specific Preliminary Water Quality Management Plan was prepared by Albert A. WEBB Associates dated January 2019 (WEBB-C), which analyzes the mass grading and road improvement portion of the proposed Project. Infiltration BMPs, such as pervious pavement and infiltration trenches, require a depth of 10 feet or greater to groundwater to minimize the impacts from stormwater pollutants. For sites with shallow groundwater, infiltration BMPs are not recommended unless designed with impermeable liners and subdrains. The Project site has adequate groundwater depth for infiltration BMPs to be effective; however, the Project site infiltration rates are so low that they are considered not sufficient for infiltration BMPs to be effective (WEBB-C, p. 13). The use of bioretention BMPs will allow existing soils to infiltrate soils to their maximum capacity before perforated pipes intercept flows and divert them to the proposed storm drain system (WEBB-C, p. 7). Based on these design requirements, no pollutants from project runoff are expected to reach groundwater, and groundwater quality impacts are expected to be less than significant (GP EIR, pp. 5.9-20 – 5.9-23).

Project Impact Discussion

Construction. Construction of the proposed Project would have the potential to result in discharges from soil disturbance that could violate water quality standards if not adequately addressed. The Project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) statewide Construction General Permit (“CGP,” Order No. 09-09-DWQ), which includes requirements for discharges of storm water runoff associated with construction and land disturbance activities. The permit requires preparation of an effective Storm Water Pollution Prevention Plan (SWPPP), which describes erosion and sediment control BMPs to prevent stormwater pollution during construction. The SWPPP must be prepared by a Qualified SWPPP Developer and implemented onsite by a Qualified SWPPP Practitioner (CGP, pp. 32-33). The project is anticipated to be a “Risk Level 1” construction site. Risk Level 1 SWPPP requirements include the following:

- Narrative (and not numeric) effluent standards;
- Good Site Management or “housekeeping” measures for construction materials, waste management, vehicle storage and maintenance, landscape materials, and potential pollutant sources;
- Non-Storm Water Management;

- Erosion Control;
- Sediment Controls;
- Run-On and Runoff Controls;
- Inspection, Maintenance and Repair;
- Construction Site Monitoring Program:
 - Visual inspections for non-storm water discharges (quarterly), pre-storm event (baseline), daily during qualifying storm events of BMPs, and post-storm; and
- Provide documentation in Annual Report and pay annual fee.
- Terminate permit coverage when the site is proven 70 percent stabilized with photos, computational proof or a custom method.

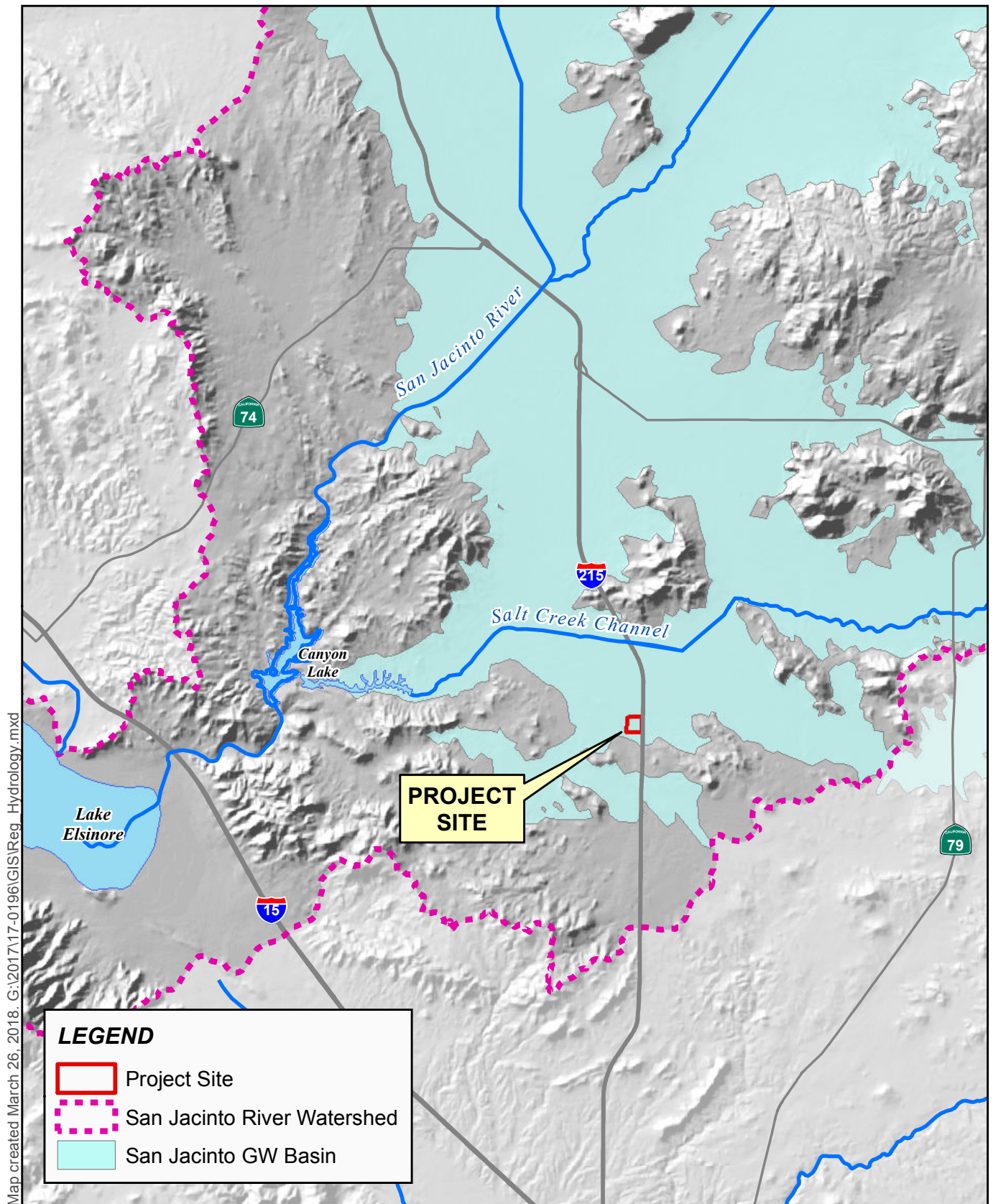
Through compliance with the regulatory requirements of the NPDES statewide Construction General Permit, the Project will not violate any water quality standards or waste discharge requirements during construction.

Operation. Post-construction operations of the proposed Project would also have the potential to discharge pollutants that could violate water quality standards of downstream waterbodies. The Project would be required to comply with the municipal storm drain NPDES permit for Riverside County, of which the City is a co-permittee (“MS4” permit).¹⁴ The City is responsible for preparing and achieving the goals laid out in the MS4 permit to reduce pollutants in urban runoff, which includes a Water Quality Management Plan (WQMP) for certain new development and redevelopment projects. The proposed Project meets the threshold of a Priority Development Project since it proposes more than 10,000 square feet of impervious surface.

As shown in **Figure 12 – Regional Hydrology**, the Project site is tributary to Salt Creek Channel and Canyon Lake and overlies the Menifee Groundwater Management Zone. Canyon Lake is an impaired waterbody for historically high levels of nutrients. Therefore, the onsite stormwater treatment mechanisms are required to target this constituent in particular.

The project-specific PWQMP (WEBB-C) describes the treatment method for stormwater runoff generated by Phase I. The existing hydrological conditions are shown in **Figure 13 – Existing Hydrological Condition**. The BMPs for Phase I will only treat the runoff that is produced by the widening of Haun Road and interim grading of the proposed parcels. With each future implementing development (Phase II), the conditions of approval require a project-specific drainage study and WQMP to be prepared to detail how stormwater runoff will be conveyed and treated pursuant to the MS4 permit and City requirements that are designed to protect water resources. The Project proposes three basins to treat the runoff produces by the Project for water quality. One basin is proposed on-site to treat Street “A”, while the other two basins are proposed to treat off-site flows associated with the widening of Haun Road. Each basin will treat the necessary water quality volume and once half a foot of ponding is achieved the flow will continue to be conveyed in its existing drainage pattern (WEBB-D, pp. 3-4).

¹⁴ The City owns and/or operates a portion of the municipal separate storm sewer system (MS4) through which urban runoff is discharged into Waters of the U.S. that are located within the jurisdiction of the Santa Ana RWQCB. Section 402(p) of the CWA requires that discharges of urban runoff from MS4 be regulated under a NPDES permit.



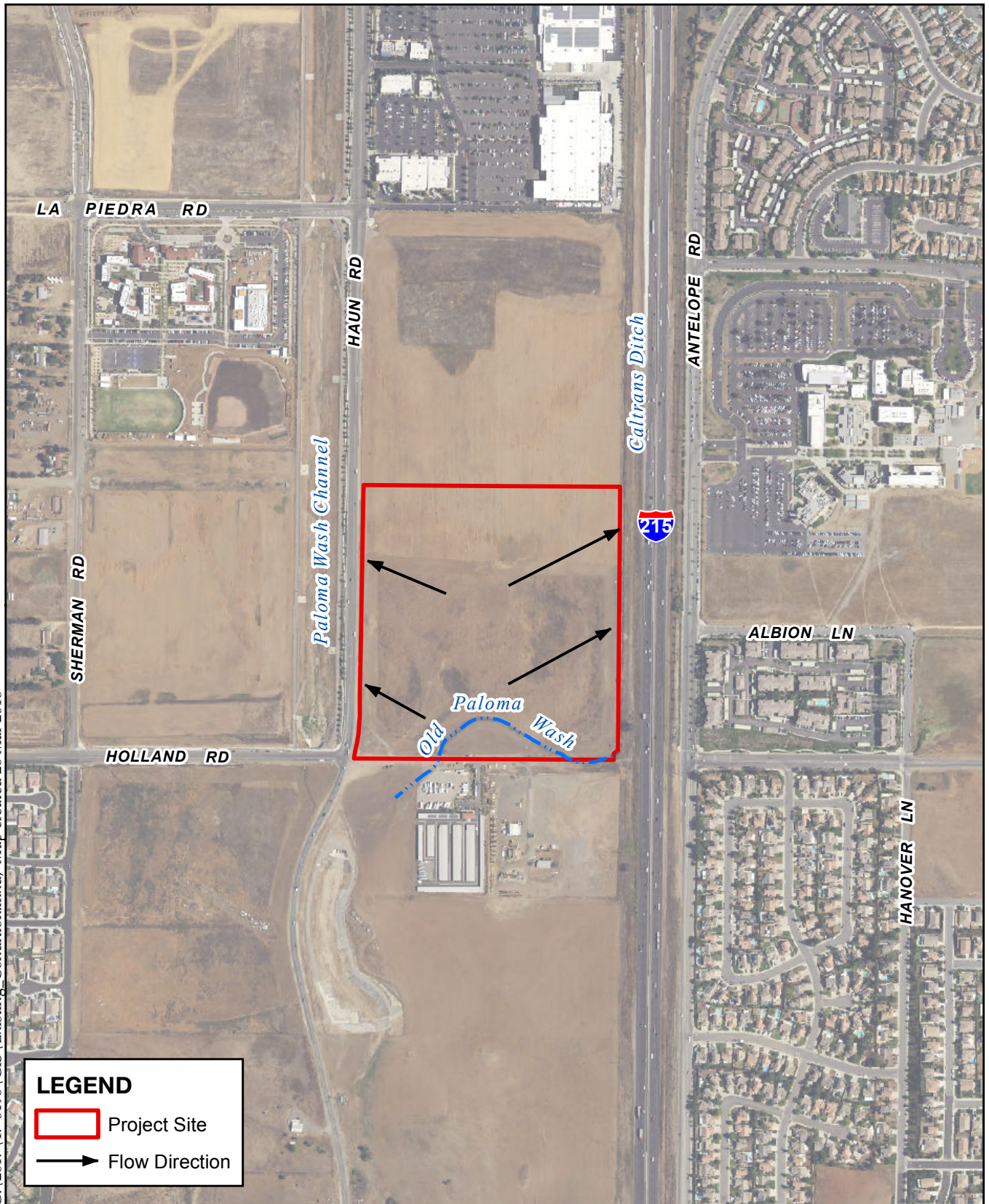
Sources: NHD, 2017;
Riverside Co. GIS, 2018.

Figure 12 – Regional Hydrology

Haun and Holland Mixed Use Center

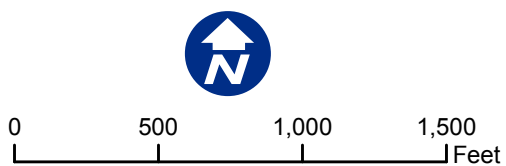


G:\2017\17-0196\GIS\Existing_Condition.mxd; Map created 26 Mar 2018



Sources: Riverside Co. GIS, 2018;
USDA NAIP, 2016.

Figure 13 - Existing Hydrological Condition
Haun and Holland Mixed Use Center



Basin A is designed to hold its respective water quality volume before entering the proposed outlet structures during larger storm events. Basin A uses a 2.5 foot section of filter media (1.5 feet of engineered soil and 1 foot of gravel) to filter storm water runoff. Basin A is a series of smaller basins. This basin proposes to connect the underdrains directly into the proposed outlet structures.

Basin B is designed to hold its respective water quality volume and then convey the storm water runoff back out during larger storm events. Basin B also uses a 2.5 foot section of filter media (1.5 feet of engineered soil and 1 foot of gravel) to filter storm water runoff. The underdrains will connect to into a proposed outlet structure, which will outlet flows into a new proposed storm drain connection to the Paloma Wash Channel.

Basin C is designed to hold most of its respective water quality volume before entering the proposed outlet structure during larger storm events. Basin C uses a 4 foot section of filter media (3 feet of engineered soil and 1 foot of gravel) to filter storm water runoff. This basin also proposes to connect the underdrains into the proposed outlet structure as identified on **Figure 14 – Proposed Hydrological Condition**. Basin B will treat flows up to the required water quality volume. Because of the area needed for the bus turn-out that is a part of the Haun Road expansion design, Basin C is approximately 200 square feet short of the area that would be needed to hold its full water quality volume. To reduce this impact, Basin C will be deeper than required. (WEBB-C, pp. 3-4)

A Preliminary Drainage Study was prepared by Albert A. WEBB Associates dated February 2020 (WEBB-D) for the proposed Project that outlines the necessary drainage improvements that are required to convey off-site stormwater runoff to the proposed bioretention basins and ultimately to Paloma Wash to the west of the Project site. The Project's drainage will completely avoid Old Paloma Wash, which is to the south of the Project site. In addition to the bioretention basins, the Project will construct Line A with stub-outs at each parcel, and extend Lateral Line P. Line A will be sized to carry the ultimate on-site stormwater flow rates from each parcel and the Phase I area to Paloma Wash; but until Phase II is completed, Line A will collect just the treated water and overflow from Basin B and outlet that to Paloma Wash through a new outfall structure (WEBB-D, pp. 1-2). The Project site's mass grading is considered the interim condition, and the future buildout of the Project site is considered the ultimate condition (WEBB-D, p. 1-2). The drainage analysis assumed that 90 percent of the Project site will be impervious surfaces for the Project buildout condition. If future developments exceed ultimate buildout conditions, the excess flow will need to be retained onsite; however, it is anticipated that the ultimate Project buildout conditions assumed will be sufficient (WEBB-D, pp. 2-1 – 2-3). The new outfall structure will be located on the east bank of Paloma Wash and designed to the same specifications as the other existing outfall structures in Paloma Wash. As discussed previously in *Section IV – Biological Resources*, the proposed outlet structure footprint is approximately 0.08-acre. The Project will also extend Lateral Line P, which is a Riverside County Flood Control and Water Conservation District (RCFCWCD) Master Drainage Plan facility. Lateral Line P will be extended from its existing location in Haun Road to the outlet of Basin C, in order for the treated water and overflows from Basin C to outlet into Paloma Wash through an existing outfall structure. (WEBB-C, pp. 1-2)

In summary, the proposed bioretention basins are designed according to the sizing calculations found in the LID BMP Handbook (LID 2011), which is based on approved methodologies within the Riverside County MS4 permit (RB8-2010-0033). The proposed basins will adequately treat most of the water quality design volume through bioretention, and the proposed outlet structures will convey flows and provide flood protection for the 100-year flood event. Considering the additional space and capacity for treatment that is provided by Basin B and Basin C, nutrient

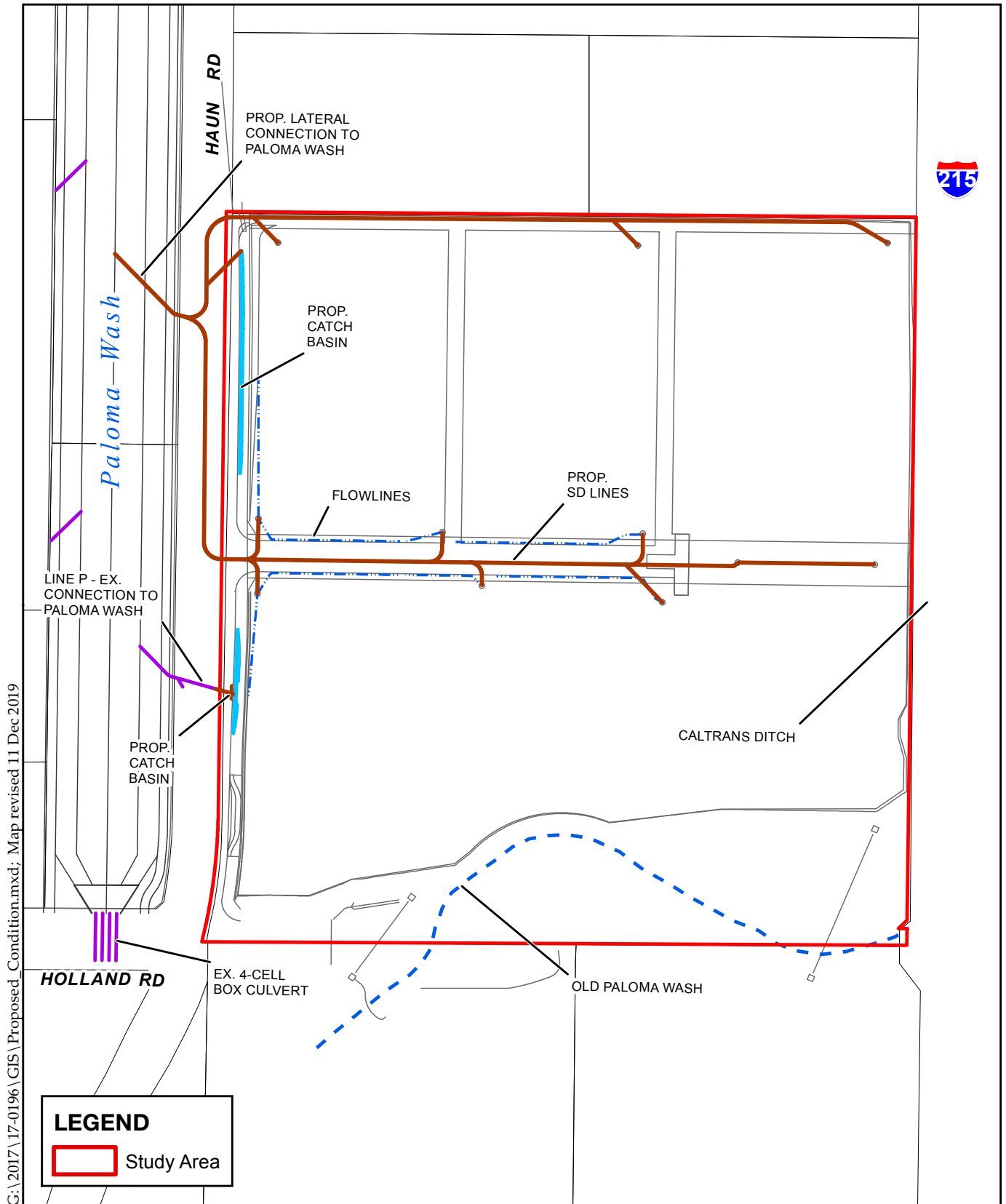


Figure 14 - Proposed Hydrological Condition
Haun and Holland Mixed Use Center



0 200 400 Feet

removal will still be adequately achieved even though Basin C is undersized due to site limitations. The Project will address the nutrient impairments in Canyon Lake and will not in and of itself cause a violation of water quality standards for downstream waters or degrade the groundwater quality.

Compliance with applicable regulations, Project Design Features, and Conditions of Approval will reduce impacts to less than significant.

THRESHOLD X.B: Less Than Significant Impact. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

General Plan EIR Summary

Over half the land in the City consists of permeable surfaces: 38 percent of the land area is vacant, 6 percent is in agricultural use, and 4.5 percent is developed with parks or golf courses. Buildout of the proposed GP would increase impermeable areas in the City and thus could cause increased stormwater flows into storm drainage systems. The proposed GP would designate 2,537 acres either for conservation (OS-C, 1,664 acres); water (OS-W, 69 acres); or for land uses consisting of permeable surfaces, recreation (OS-R, 725 acres) and agriculture (AG, 79 acres). The remainder of the City—27,276 acres, or 91 percent of the City—would be designated for land uses in which some part of each lot would be developed with impermeable land uses. The MS4 Permit for the part of the Santa Ana River Watershed in the County, Order No. R8-2010-0033 issued by the Santa Ana RWQCB in 2010, requires that urban runoff from 85th-percentile storm events from specific types of development categories be infiltrated, filtered or treated; an 85th-percentile storm is roughly equivalent to a two-year storm. There are no percolation basins or other areas in the City used for intentional recharge of groundwater basins. Thus, GP buildout would not interfere with intentional groundwater recharge, and impacts would be less than significant (GP EIR, p. 5.9-19).

Project Impact Discussion

Development of Phase I of the Project will not impact groundwater resources since the site will mostly be left unpaved. The Project site is not an area known to be used for groundwater recharge. Development of Phase II of the Project will incrementally increase the amount of impervious surfaces but in a location anticipated by the GP EIR.

Eastern Municipal Water District (EMWD) is the water provider for the site and relies on three primary sources of water: imported water from The Metropolitan Water District of Southern California, local groundwater and recycled water. In its 2015 Urban Water Management Plan, EMWD indicated that it has sufficient supply to meet customer demand based on existing demand and projected demand based on land use projections from cities within its service area (EMWD). Therefore, because the proposed Project is consistent with the City's GP land use designation for the site, incremental increases in water demand from development of the proposed Project has been accounted for in EMWD's planning efforts and there is sufficient supply to serve the Project site.

Therefore, because the proposed Project will not increase groundwater pumping beyond what has already been planned and because the Project will not substantially interfere with groundwater recharge, the Project would have a less than significant impact and no mitigation measures are required for impacts on decreasing groundwater supplies and would not interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management.

THRESHOLD X.C.i: Less Than Significant Impact. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: result in substantial erosion or siltation on- or off-site?

General Plan EIR Summary

See GP EIR Summary for *Threshold X.A and X.B.*

Project Impact Discussion

As discussed previously, the storm drain improvements to be constructed in Phase I and development of the parcels in Phase II will incrementally increase the impervious area at the Project site. The Project site drainage is currently conveyed into two separate drainage channels. Approximately 6.4 acres of the western portion of the site drains toward the Paloma Wash, which parallels Haun Road to the west of the Project site. The remaining eastern portion of the Project site drains to a Caltrans drainage ditch, which parallels Interstate 215 to the east of the Project site. Both of these drainage features drain to the north. The proposed Project will be designed to drain only to the Paloma Wash; the current drainage pattern towards the Caltrans drainage ditch will not be maintained (WEBB-D, pp. 1-1 – 1-2). The Project will avoid draining to the Caltrans drainage ditch because it is under Caltrans' jurisdiction, and thus improvements that may be needed to this feature to accommodate the Project's drainage cannot be implemented by the Project proponent or City. As discussed in *Threshold X.C.iii* below, the Project will be designed so that the Paloma Wash will be able to accommodate the Project's stormwater flow. Therefore, while it is an alteration of the existing drainage pattern, it is necessary in order to accommodate the drainage from the Project site. Conditions of approval will require that future development of the onsite parcels will require preparation of drainage studies and WQMPs to ensure no significant impacts to infrastructure and downstream water quality.

With implementation of the Project, treatment of the stormwater and incidental runoff from just Haun Road is proposed with bioretention basins that are highly effective in catching sediment and reducing the impact of erosion and siltation to downstream waterbodies. Through compliance with applicable regulations, Conditions of Approval and Project Design Features as described under *Threshold X.A*, the Project will not cause a substantial alteration in the existing drainage pattern and impacts in this regard are less than significant.

THRESHOLD X.C.ii: Less Than Significant Impact. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

General Plan EIR Summary

As stated previously, over half the land in the City at the time the GP EIR was adopted (December 2013) consists of permeable surfaces: 38 percent of the land area is vacant, 6 percent is in agricultural use, and 4.5 percent is developed with parks or golf courses. Buildout of the proposed GP would increase impermeable areas in the City and thus could cause increased stormwater flows into storm drainage systems. The proposed GP would designate 2,537 acres either for conservation (OS-C, 1,664 acres); water (OS-W, 69 acres); or for land uses consisting of permeable surfaces, recreation (OS-R, 725 acres) and agriculture (AG, 79 acres). The remainder of the City—27,276 acres, or 91 percent of the City—would be

designated for land uses in which some part of each lot would be developed with impermeable land uses.

The MS4 Permit for the part of the Santa Ana River Watershed in the County, Order No. R8-2010-0033 issued by the Santa Ana RWQCB in 2010, requires that urban runoff from 85th-percentile storm events from specific types of development categories be infiltrated, filtered or treated; an 85th-percentile storm is roughly equivalent to a two-year storm.

Development and redevelopment projects built pursuant to the proposed GP would comply with the MS4 Permit. No substantial impacts to storm drainage capacity would occur. The entire City is within the jurisdiction of the Santa Ana Region RWQCB respecting discharges to municipal storm drains, pursuant to Order No. R8-2013-0024, and is regulated under Order No. R8-2010-0033. Therefore, impacts would be less than significant (GP EIR, pp. 5.9-17 – 5.9-19).

Project Impact Discussion

Please refer to the previous thresholds for descriptions of the existing drainage pattern of the site (also see **Figure 13** and **Figure 14**). The bioretention basins are designed for the water quality storm event, and the outlet structures are designed for the 100-year flood event (WEBB-C and WEBB-D). In addition, emergency spillways are provided for an event greater than the 100-year flood event. These required sizing considerations will ensure that flooding will not occur onsite as part of Phase I, and conditions of approval will provide that Phase II will not contribute to flooding of the site or area. Runoff from the Project site will outlet offsite into the Paloma Wash, which is a regional flood control facility. Through compliance with applicable regulations, Conditions of Approval, and Project Design Features described under *Threshold X.A*, the Project will not cause a substantial alteration in the existing drainage pattern and impacts in this regard are less than significant.

THRESHOLD X.C.iii: Less Than Significant Impact. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

General Plan EIR Summary

See GP EIR Summary for *Threshold X.C.ii*.

Project Impact Discussion

Currently, the Project site sheet flows to the east towards the Caltrans Ditch. The Project will redirect flows to the west towards Paloma Wash. Both drainage features outlet at Salt Creek located approximately 1.5 miles north. Neither the Caltrans Ditch nor Paloma Wash were sized for ultimate build-out of the Project site. Line A (including the proposed outfall structure in Paloma Wash) and Lateral Line P will be constructed for ultimate design capacity (full buildout of the site and 100-year flood event). The new Line A connection to Paloma Wash will contribute a maximum of approximately 87 cfs to Paloma Wash. Paloma Wash has an estimated flow rate capacity of 4,078 cubic feet per second (cfs) in a 100-year flood event where it crosses Holland Road. The additional flow contributed to Paloma Wash from development of this Project through Lateral Line P is approximately 4 cfs in a 100-year flood event. The contribution of flows from development of the Project is an insignificant proportion of the total capacity of the channel, and the Project will not cause existing or planned stormwater drainage systems to exceed capacity. Conditions of approval will ensure that future development meets the design criteria to avoid downstream impacts. (WEBB-C, p. 147). The volume of runoff held

onsite in Basin B and Basin C is the required water quality volume that will be treated through bioretention mechanisms. Therefore, the project will not result in substantial additional sources of polluted runoff.

Through compliance with applicable regulations, Conditions of Approval and Project Design Features described in *Threshold X.A*, the Project will not cause existing or planned drainage systems to exceed capacity, nor contribute additional sources of polluted runoff. Impacts in this regard are less than significant.

THRESHOLD X.C.iv: Less Than Significant Impact. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: impede or redirect flood flows?

General Plan EIR Summary

Two parts of the City are in FEMA 100-year flood zones. One is an east–west band across the Perris Valley in the northern part of the City, and the second extends east–west along Salt Creek through the central part of the City and includes tributary areas both north and south of Salt Creek. Some drainages in the southern part of the City are also in Riverside County Flood Hazard Zones—in the Paloma Valley and in hills on the south flank of the Paloma Valley.

Future development within the 100-year flood plan must be reviewed by FEMA to determine whether or not the project meets the criteria of the National Flood Insurance Program and if revisions will be needed to the FEMA maps as a result of the project's construction. Projects developed pursuant to the GP would be required to reduce flood risks by doing one or more of the following:

- Grade project building pads above 100-year flood elevations. For areas in 100-year flood zones where detailed hydraulic analyses have not been performed, and thus flood elevations are not known, project-specific hydrologic studies shall determine flood elevations for 100-year floods. This requirement applies to the finish floors of buildings for human occupancy, as well as outdoor areas for use by substantial numbers of people, such as schoolyards and amphitheaters.
- Implement flood control improvements and obtain a Letter of Map Revision (LOMR) or Letter of Map Change (LOMC) from FEMA based on the flood control improvements. An LOMR or LOMC requires a hydrologic and hydraulic analysis and approval by FEMA.

All developments and redevelopments approved in accordance with the proposed GP would comply with provisions governing new construction, modifications of existing structures, and encroachments into special flood hazard areas. Therefore, impacts related to flood zones are considered less than significant and would not subject people or structures to substantial hazards from 100-year floods (GP EIR, pp. 5.9-19 – 5.9-20).

Project Impact Discussion

The Project is within Zone X on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map, which corresponds to the area of minimal flood hazard (FEMA Firm Panel 06065C2070H effective 8/18/2014). Paloma Wash is designated as special flood hazard area, Zone AE regulatory floodway. Because the Project site is outside the special flood hazard area subject to inundation by the 100-year flood, and the offsite storm drain outfall structure proposed for the bank of Paloma Wash will not impede or redirect flood flows, the Project will not impede or redirect flood flows and impacts will be less than significant and no mitigation measures are required.

THRESHOLD X.D: Less Than Significant Impact. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

General Plan EIR Summary

See GP EIR Summary for *Threshold X.C.iv* for a discussion of flood hazards.

Buildout of the GP would increase the numbers of residents, workers, and structures in parts of the City subject to flooding due to seiches.

Seiches. Projects proposed under the GP would be subject to independent CEQA review. CEQA review for projects sited near inland water bodies that could generate seiches, such as Canyon Lake or artificial lakes at Menifee Lakes Country Club in the east part of the City, would assess flood hazards from seiches and set forth feasible mitigation measures as required. Impacts would be less than significant (GP EIR, p. 5.9-24).

The GP EIR did not analyze project impacts due to a tsunami. However, the City is roughly 36 miles away from the nearest (Pacific) Ocean, which is far enough away that any impacts from a tsunami would be nonexistent.

Project Impact Discussion

The Project is not within the FEMA 100-year flood hazard area, as discussed in *Threshold IX.C.iv*. Seiches can occur in bodies of water both near and far from the earthquake epicenter. Menifee Lakes is approximately one-half mile to the northeast of the Project site; however, water flow is anticipated to be towards the east-southeast (AEI-A, p. 7). Therefore, the Project site is not anticipated to be significantly impacted by seiche. As stated previously, the City is roughly 36 miles away from the nearest (Pacific) Ocean, which is far enough away that any impacts from a tsunami would be nonexistent. Therefore, since the Project has a less than significant risk of inundation, the risk release of pollutants due to project inundation is less than significant and no mitigation measures are required.

THRESHOLD X.E: Less Than Significant Impact. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

General Plan EIR Summary

The Water Quality Control Plan for the Santa Ana River Basin, updated in February 2008, establishes water quality standards for groundwater and surface water in the basin; that is, standards for both beneficial uses of specific water bodies and the water quality levels that must be maintained to protect those uses. The basin plan includes an implementation plan describing actions by the Santa Ana RWQCB and others needed to achieve and maintain the water quality standards. The Santa Ana RWQCB regulates waste discharges to minimize and control their effects on the quality of the region's groundwater and surface waters. The Basin Plan lists water quality problems for the region, along with causes, where they are known. Plans for improving water quality are included for water bodies with quality below the levels needed to enable all the beneficial uses of the water. (GP, p. 5.9-11).

Part of the southeast corner of the City is in the territory of the San Diego RWQCB; however, discharges to municipal storm drains throughout the City are regulated by the Santa Ana RWQCB (GP, p. 5.9-11). Additionally, the GP discusses groundwater recharge in Threshold HYD-2 and Impact 5.9-2, as follows:

- The increase in impermeable surfaces that would occur in the City resulting from GP buildout is described above under Impact 5.9-1. Requirements for infiltration or other

treatment of stormwater by new development projects are also described under Impact 5.9-1. There are no percolation basins or other areas in the City used for intentional recharge of groundwater basins (Daverin 2013). Thus, GP buildout would not interfere with intentional groundwater recharge.

Project Impact Discussion

Refer to the discussion of groundwater resources in *Threshold X.B*. Because the proposed Project will not increase groundwater pumping beyond what has already been planned and because the Project will not substantially interfere with groundwater recharge, the Project would have a less than significant impact and no mitigation measures are required for impacts on decreasing groundwater supplies and would not interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management.

Conditions of Approval

1. **Site Drainage Plan.** As each parcel is processed for entitlement/development, a parcel-specific site drainage plan is required by the City and will be reviewed by the City Engineering Department. The final grading and drainage plan will be approved by the City Engineering Department during plan check review.
2. **SWPPP.** Erosion and siltation reduction measure BMPs contained in the required SWPPP will be implemented during construction. At the completion of construction, the Project will consist of impervious surfaces, landscaped planters, and post-construction BMPs.
3. **WQMP.** As each parcel is processed for entitlement/development, a parcel-specific WQMP for review and approval. The WQMP identifies postconstruction BMPs in addressing increases in impervious surfaces, methods to decrease incremental increases in off-site stormwater flows, and methods for decreasing pollutant loading in off-site discharges as required by the applicable NPDES requirements.
4. **Storm Drainage Facilities.** The Project applicant shall pay Development Impact Fees (DIFs) at the time a certificate of occupancy is issued for the Development Project or upon final inspection, whichever occurs first. However, the fees may be paid at the time application is made for a building permit.
5. **Wastewater.** All wastewater associated with the Project's interior plumbing systems will be discharged into the local sewer system for treatment at the regional wastewater treatment plant.

Mitigation Measures

None

XI. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

B. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Sources: GP, GP LU, GP EIR

Applicable General Plan Policies

- Goal LU-1: Land uses and building types that result in a community where residents at all stages of life, employers, workers, and visitors have a diversity of options of where they can live, work, shop, and recreate within Menifee.
 - Policy LU-1.1: Concentrate growth in strategic locations to help preserve rural areas, create place and identity, provide infrastructure efficiently, and foster the use of transit options.
 - Policy LU-1.4: Preserve, protect, and enhance established rural, estate, and residential neighborhoods by providing sensitive and well-designed transitions (building design, landscape, etc.) between these neighborhoods and adjoining areas.
 - Policy LU-1.5: Support development and land use patterns, where appropriate, that reduce reliance on the automobile and capitalize on multimodal transportation opportunities.
 - Policy LU-1.6: Coordinate land use, infrastructure, and transportation planning and analysis with regional, county, and other local agencies to further regional and subregional goals for jobs-housing balance.
 - Policy LU-1.8: Ensure new development is carefully designed to avoid or incorporate natural features, including washes, creeks, and hillsides.
 - Policy LU-1.9: Allow for flexible development standards provided that the potential benefits and merit of projects can be balanced with potential impacts.
 - Policy LU-1.10: Buffer sensitive land uses, such as residences, schools, care facilities, and recreation areas from major air pollutant emission sources, including freeways, manufacturing, hazardous materials storage, wastewater treatment, and similar uses.
- Goal LU-2: Thriving Economic Development Corridors that accommodate a mix of nonresidential and residential uses that generate activity and economic vitality in the City.
 - Policy LU-2.1: Promote infill development that complements existing neighborhoods and surrounding areas. Infill development and future growth in Menifee is strongly encouraged to locate within EDC areas to preserve the rural character of rural, estate, and small estate residential uses.
- Goal ED-1: A diverse and robust local economy capable of providing employment for all residents desiring to work in the City.
 - Policy ED-1.2: Diversify the local economy and create a balance of employment opportunities across skill and education levels, wages and salaries, and industries and occupations.
- Goal ED-2: A variety of retail shopping areas distributed strategically throughout the City and regional retail, dining, and entertainment destinations in key locations with freeway access.

- Policy ED-2.1: Promote retail development by locating needed goods and services in proximity to where residents live to improve quality of life, retain taxable spending by Menifee residents, and attract residents from outside the City to shop in Menifee.
 - Locate businesses providing convenience goods and services in retail centers that are on arterials adjacent to neighborhoods and communities throughout the City but not in rural residential areas.
 - Encourage comparison goods businesses to locate in larger retail centers located on major arterials near freeway interchanges, because businesses that provide comparison goods tend to draw customers from larger areas.
- Policy ED-2.2: Require regional retail districts to provide entertainment and dining in addition to retail sales and services to create destinations prepared to withstand e-commerce's increasing capture of retail spending. These districts should create a pedestrian-friendly human-scale atmosphere with street furniture, shading, and gathering spaces that enhance the experience of shopping and socializing.
 - Local retail centers (primarily intended to serve Menifee residents) need not necessarily provide dining and entertainment but shall provide street furniture, shading, pedestrian-circulation, and gathering spaces that enhance the experience of shopping.
- Goal ED-3: A mix of land uses that generates a fiscal balance to support and enhance the community's quality of life.
 - Policy ED-3.1: Incorporate short-term and long-term economic and fiscal implications of proposed actions into decision making.

Analysis of Project Effect and Determination of Significance

THRESHOLD XI.A: Less Than Significant Impact. Physically divide an established community?
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General Plan EIR Summary

Implementation of the GP would guide future growth within the City. The changes in existing land use designations that would occur with implementation of the GP Land Use Plan would not result in the physical division of an established community. Proposed land use designations would generally remain similar to those existing. For example, existing residential land uses in the areas of Menifee Lakes, Quail Valley, Romoland, and Sun City would remain, and the land use designations of these areas would also be consistent, but with different classification names (e.g., very low density vs. rural residential).

The biggest change to residential land use designations would occur along the central and northwestern portions of the City. Some areas currently designated residential would be changed to Specific Plan (SP). The City has 15 approved specific plans (including the Countryside SP) covering a total of 6,721 acres, or approximately 22.5 percent of the area of the City. Combined, the 15 specific plans permit development of up to 19,867 residential units, approximately 4.72 million SF of retail space, and approximately 5.80 million SF of nonretail commercial and industrial space. Therefore, development in the areas designated SP, which includes residential, would be guided based on the approved land use plans and development standards associated with each specific plan document.

The GP also contains policies that encourage the preservation or enhancement of the existing, primarily residential communities through infill development, open space opportunities, and development of compatible uses that would enhance the existing character of the City. Neighborhood identity and preservation is a key component of the land use and housing elements. Additionally, the land use element outlines specific policies for compatibility that would reduce the amount of conflict between contrasting land uses. Implementation of the pertinent policies of the GP would help ensure the development of cohesive communities while maintaining the features that make each neighborhood unique. Thus, implementation of the GP would not divide an established community, and impacts would be less than significant (GP EIR, pp. 5.10-4 – 5.10-5).

Project Impact Discussion

The proposed Project is currently bounded by vacant land to the north, Haun Road followed by the Paloma Wash and Lennar South 35, a residential development currently under construction to the west, I-215 to the east, and Holland Road followed by a mix of vacant and commercial development to the south (**Figure 3**). The proposed Project is also consistent with the planned surrounding land uses and will not divide or disrupt an existing or planned community.

Additionally, the Project does not propose construction of any off-site improvements which would physically divide any portion of the community. Rather, the construction of the proposed private drive aisle would provide access to the various future uses on the Project site off of Haun Road. Signalization is also proposed at the Holland Road and Haun Road intersection that will improve the walkability of the Project site to the surrounding community and vice versa. Therefore, implementation of the proposed Project will not physically divide an established community. Impacts are considered to be less than significant and no mitigation measures are required.

THRESHOLD XI.B: Less Than Significant Impact. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

General Plan EIR Summary

The GP has been prepared in accordance with state planning law; it is meant to be a framework for guiding planning and development in Menifee for the next 20 or more years and can be thought of as the blueprint for the City's growth and development. The GP's Land Use Plan would consist of a number of land use designations, including residential (rural to high density), commercial retail, commercial office, heavy industrial, business park, EDC, SP, agriculture, conservation, recreation, water, public/quasi-public facilities, and public utilities corridor. The GP's Land Use Plan and the goals and policies in the GP strive to preserve and ensure land use compatibility throughout the City.

The GP is consistent with California Government Code Section 65302 because it addresses the seven required elements or topics (land use, circulation, housing, conservation, open space, noise, and safety) in addition to three optional elements: air quality, community design, and economic development. The GP also includes forecasts of long-term conditions and outlines development goals and policies, exhibits and diagrams, and text setting forth objectives, principles, standards, and plan proposals throughout the various elements of the GP.

Additionally, the GP is consistent with Assembly Bill 1358 because Complete Streets is one of the key components in the Circulation Element of the GP. The GP is also consistent with the applicable RTP/SCS goals. Therefore, implementation of the GP would not result in significant land use impacts related to relevant RTP/SCS goals.

Impacts would be less than significant (GP EIR, pp. 5.10-5 – 5.10-6).

Project Impact Discussion

The Project site is zoned Industrial Park (I-P) and has a General Plan land use designation of EDC in the City's GP (see **Figure 7** and **Figure 8**). The EDC designation is intended to provide economic vitality and flexibility in land use options to promote economic development along the City's major corridors and a variety of uses can be developed either vertically or horizontally within a single property or multiple properties in EDC designations. Specifically, the Project is within EDC-CC, which is intended to function as a ceremonial "heart" or downtown of the City and will serve as a transition from existing rural lots to more concentrated retail and office development moving east towards I-215 (GP LU, pp. 3 – 4). To be consistent with the GP land use designation, the City is adopting consistency zoning for the EDC areas which would make the zoning EDC. This process is separate from this Project.

The proposed Project is consistent with the GP land use designation of EDC-CC. The Project involves multiple uses and sites retail and office development close to I-215, which are consistent with the land uses allowed for the EDC-CC designation (GP, Exhibit LU-B2E). Therefore, impacts related to conflicts with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect will be less than significant and no mitigation measures are required.

Conditions of Approval

None

Mitigation Measures

None

XII. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
B. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: GP, GP EIR

Applicable General Plan Policies

- Goal OSC-4: Efficient and environmentally appropriate use and management of energy and mineral resources to ensure their availability for future generations.
 - Policy OSC-4.4: Require that any future mining activities be in compliance with the State Mining Reclamation Act, federal and state environmental regulations, and local ordinances.

- Policy OSC-4.5: Limit the impacts of mining operations on the City's natural open space, biological and scenic resources, and any adjacent land uses.

Analysis of Project Effect and Determination of Significance

THRESHOLD XII.A: No Impact. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

General Plan EIR Summary

No known significant mineral resources have been designated in the City. The Mineral Resources Zones (MRZs) mapped in the City include MRZ-1, MRZ-3, and Urban Area. The only areas in the San Jacinto Basin that have been designated MRZ-2—that is, where significant mineral resources are known to exist or are considered very likely to exist—are two areas northwest of Lake Elsinore totaling approximately 465 acres, approximately six miles west of the City's western boundary. MRZ-2-designated areas in the San Bernardino P-C Region are in the Upper Santa Ana River Valley near the Santa Ana River and tributaries of the river flowing southward from the San Gabriel and San Bernardino Mountains, and in the San Gorgonio Pass area east of the City of Banning in the Whitewater River watershed. Therefore, based on current MRZ designations in the San Jacinto Basin, including the City, it is unlikely that significant mineral resources would be designated in the City in the foreseeable future. GP buildout would not cause a loss of availability of known significant mineral resources. Implementation of the GP would not result in the loss of availability of known mineral resources. Impacts would be less than significant (GP EIR, p. 5.11-5).

Project Impact Discussion

The California Geological Survey Mineral Resources Project classifies lands throughout the state that contain regionally significant mineral resources, as mandated by the Surface Mining and Reclamation Act (SMARA) of 1975. The classification of these mineral resources is a joint effort of the state and the local governments. It is based on geologic factors and requires that the State Geologist classify the mineral resources area as one of the four Mineral Resource Zones (MRZs), Scientific Resource Zones (SZ), or Identified Resource Areas (IRAs). The proposed Project site is located within MRZ-3, which is defined as an area containing a known or inferred mineral occurrence of undetermined mineral resource significance (GP, Exhibit OSC-3).

No known significant mineral resources have been designated in the City (GP EIR, p. 5.11-5). The Project site has not been used for previous mining activities. Additionally, it is unlikely that a mining operation could feasibly function at the Project site if significant resources were discovered in the future due to the existing and planned developments surrounding the Project site. Therefore, the Project will have no impact on loss or availability of a known mineral resource that would be of value to the region and the residents of the state and no mitigation measures are required.

THRESHOLD XII.B: No Impact. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

General Plan EIR Summary

See GP EIR Summary under *Threshold XI.A*.

Project Impact Discussion

There is no locally-important mineral resource recovery site on the Project site. Neither the Riverside County GP nor the City's GP designate mining sites in the City (including the Project site). Therefore, the Project will have no impact on loss or availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan and no mitigation measures are required.

Conditions of Approval

None

Mitigation Measures

None

XIII. NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: DBF, GP NOI, GP EIR, HR215, MMC

Applicable General Plan Policies

- Goal N-1: Noise-sensitive land uses are protected from excessive noise and vibration exposure.
 - Policy N-1.1: Assess the compatibility of proposed land uses with the noise environment when preparing, revising, or reviewing development project applications.
 - Policy N-1.2: Require new projects to comply with the noise standards of local, regional, and state building code regulations, including but not limited to the City's Municipal Code, Title 24 of the California Code of Regulations, the California Green Building Code, and subdivision and development codes.

- Policy N-1.3: Require noise abatement measures to enforce compliance with any applicable regulatory mechanisms, including building codes and subdivision and zoning regulations, and ensure that the recommended mitigation measures are implemented.
- Policy N-1.7: Mitigate exterior and interior noises to the levels listed in the table below to the extent feasible, for stationary sources adjacent to sensitive receptors:

Table N-1 Stationary Source Noise Standards		
Land Use	Interior Standards	Exterior Standards
Residential 10:00 p.m. to 7:00 a.m. 7:00 a.m. to 10:00 p.m.	40 Leq (10 minute) 55 Leq (10 minute)	45 Leq (10 minute) 65 Leq (10 minute)
Source: GP, Noise Element N-1.7		

- Policy N-1.8 Locate new development in areas where noise levels are appropriate for the proposed uses. Consider federal, state, and City noise standards and guidelines as a part of new development review.
 - Policy N-1.9: Limit the development of new noise-producing uses adjacent to noise-sensitive receptors and require that new noise-producing land be are designed with adequate noise abatement measures.
 - Policy N-1.10: Guide noise-tolerant land uses into areas irrevocably committed to land uses that are noise-producing, such as transportation corridors adjacent to the I-215 or within the projected noise contours of any adjacent airports.
 - Policy N-1.11: Discourage the siting of noise-sensitive uses in areas in excess of 65 dBA CNEL without appropriate mitigation.
 - Policy N-1.13: Require new development to minimize vibration impacts to adjacent uses during demolition and construction.
- Goal N-2: Minimal Noise Spillover. Minimal noise spillover from noise-generating uses, such as agriculture, commercial, and industrial uses into adjoining noise-sensitive uses.

Analysis of Project Effect and Determination of Significance

THRESHOLD XIII.A: Less Than Significant with Mitigation Incorporated. 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?

General Plan EIR Summary

Increase in Traffic Noise. The operational phases of individual projects that result from the proposed Land Use Plan would generate noise from vehicular sources. Future development in accordance with the GP would cause increases in traffic along local roadways. The increases would occur due to implementation of the proposed Land Use Plan, implementation of the circulation plan, and regional growth. The highest roadway noise increase would occur along areas that are least developed, along roadways that would be improved with additional lanes and connections currently not implemented, bringing substantial pass-by traffic. Similarly, traffic noise increases for Post-2035 conditions over existing would range from 0.0 to 18.6 A-weighted

decibel (dBA) based on the Community Noise Equivalent Level (CNEL), and traffic noise increases for Post-2035 Expanded EDC scenario over existing would range from 0.0 to 19.1 dBA CNEL. Increases over individual projects associated with buildout of the proposed Land Use Plan would occur over a period of many years, and the increase in noise on an annual basis would not be readily discernible because traffic and noise would increase incrementally. Because substantial cumulative increases in the ambient noise environment would occur at existing uses from buildout of the proposed Land Use Plan, impacts would be significant and unavoidable.

Traffic Noise Exposure. Siting of new noise-sensitive land uses within a noise environment that exceeds the normally acceptable land use compatibility criterion represents a potentially significant impact and would require a separate noise study through the development review process to determine the level of impacts and required mitigation. To ensure the compatibility of new development in the City, the Noise Element contains a number of policies to minimize potential impacts on sensitive land uses. Noise-sensitive land uses adjacent to major roads and I-215 would be exposed to noise levels above 60 dBA CNEL, which is the normally compatible ambient noise level for the development of noise sensitive uses such as residential. Goal N1 of the City's GP includes several policies to protect noise-sensitive land uses from noise-exposure. Policy N1.2 of the City's GP requires new projects to comply with noise standards of local, regional, and state building code regulations. Policy N1.11 of the City's GP discourages the siting of noise-sensitive uses in areas in excess of 65 dBA CNEL without appropriate mitigation. Policy N1.17 of the City's GP prevents construction of new noise-sensitive land uses within the 65 dBA CNEL contours of any public-use or military airports. With implementation of the GP's Noise Element policies to reduce noise impacts to sensitive uses, noise impacts from transportation sources to sensitive uses would be less than significant.

Stationary Source Noise. Noise is regulated by numerous codes and ordinances across federal, state, and local agencies. In addition, the City regulates stationary-source noise through the MMC. Many processes and activities in cities produce noise, most notably the operation of commercial, warehousing, industrial uses, schools, and at-grade railroad crossings. Buildout of the proposed Land Use Plan would result in an increase in residential, commercial, industrial, and institutional development within the City. The primary noise sources from residential, commercial, and institutional land uses are landscaping, maintenance activities, and air conditioning systems. In addition, future commercial uses may include loading docks. Noise generated by residential or commercial uses is generally short and intermittent, and these uses are not a substantial source of noise. The City requires that noise from new stationary sources in the City comply with the City's Noise Ordinance, which limits the acceptable noise at the property line of the impacted property to reduce nuisances to sensitive land uses. The City Police or Code Enforcement Officer enforces the noise limitation of the MMC. Consequently, stationary-source noise from these types of proposed land uses would not substantially increase the noise environment. Noise-sensitive uses would not be exposed to elevated noise levels from stationary sources, and impacts would be less than significant (GP EIR, pp. 5.12-16, 5.12-18 – 5.12-27, 5.12-29 – 5.12-30, and 5.12-35).

Temporary Ambient Noise. Implementation of the GP would result in construction of new residential, commercial, and industrial uses throughout the planning area. Two types of short-term noise impacts could occur during construction. First, the transport of workers and movement of materials to and from the site could incrementally increase noise levels along local access roads. The second type of short-term noise impact is related to demolition, site preparation, grading, and/or physical construction. Construction is performed in distinct steps, each of which has its own mix of equipment, and, consequently, its own noise characteristics.

Construction equipment generates high levels of noise ranging from a maximum of 71 dBA to 101 dBA. Construction of individual developments associated with buildout of the proposed Land Use Plan would temporally increase the ambient noise environment and would have the potential to affect noise sensitive land uses in the vicinity of each individual project. The City restricts the hours of construction activities that occurs within a 0.25 mile of an inhabited dwelling to the least noise-sensitive portions of the day. Construction activities within 0.25 mile of a sensitive uses are prohibited during the evening and nighttime hours, as provided in the MMC. However, construction activities may occur outside of these hours if the City determines that the maintenance, repair, or improvement is necessary to maintain public services or cannot feasibly be conducted during normal business hours, or if construction activities comply with the stationary source noise standards of the MMC.

MMC regulations require construction noise to occur during daytime hours; specifically, the MMC prohibits construction to occur between the hours of 7:00 p.m. and 6:30am Monday through Saturday, except nationally recognized holidays, which would reduce construction noise by limiting construction hours to the less sensitive hours of the day (MMC section 9.210.060). Through the implementation of the GP Noise Element and enforcement of the MMC, the proposed plan would minimize temporary or periodic impacts to ambient noise levels from construction activities to the maximum extent feasible. Subsequent projects would be subject to separate, project-level CEQA review to identify and mitigate associated impacts. Therefore, implementation of the GP as it relates to construction noise would result in a less than significant noise impact (GP EIR, pp. 5.12-35 – 5.12-37).

Project Impact Discussion

For the potential uses on the Project site, the City has identified noise levels of up to 67.5 dBA CNEL as “normally acceptable” and of up to 75 dBA CNEL as “conditionally acceptable” for commercial and business land uses per the GP. Noise levels of up to 70 dBA CNEL are considered “normally acceptable” and of up to 75 dBA CNEL are considered “conditionally acceptable” for industrial uses as reflected in **Figure 15 – Land Use Compatibility for Community Noise Environments**. In both instances, the conditionally acceptable conditions include conducting an analysis of noise reduction requirements.

Noise impacts generally fall into two broad categories with respect to all types of projects and noise standards: noise impacts *from* a project and noise impacts *to* a project. The first category is the noise created by the uses or traffic associated with a project. The second category of noise impacts is noise created offsite that may cause unacceptable levels of noise within buildings or outdoor areas on a project site.

The Noise Study (DBF, Appendix M) analyzed the potential for noise impacts to exceed the standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Results are summarized below.

Construction Noise Impacts. The closest existing residential dwelling units to the Project site are located approximately 400 feet east of the Project site, east of the I-215 and may be affected by short-term noise impacts associated with ground clearing, excavation, grading, and building activities. To the west of Paloma Wash is a residential development, Lennar South 35, which is currently under construction (the site has been graded), which is about the same distance west of the Project site (400 feet) as the closest existing residential units. Construction of the Project would generate a short-term temporary increase in noise in the Project area. The increase in noise level would be primarily experienced close to the noise source. The magnitude of the impact would depend on the type of construction activity, noise level generated by various pieces of construction equipment, duration of the construction phase, acoustical shielding and distance between the noise source and receiver.

Construction activity and delivery of construction materials and equipment to and from the Project site would be limited to the hours of 6:30 a.m. and 7:00 p.m. Monday through Saturday per the City's Municipal Code Section 9.210.060. No construction is permitted on nationally recognized holidays (DBF, p. 12). Hours of construction are also regulated by the City's MMC Section 8.01.010, which states that any construction within the City located within one-fourth mile from an occupied residence shall be permitted Monday through Saturday, except nationally recognized holidays, 6:30 a.m. to 7:00 p.m.; there shall be no construction permitted on Sunday or nationally recognized holidays unless approval is obtained from the City Building Official or City Engineer.

Site grading is expected to produce the highest sustained construction noise levels. Sound levels of typical construction equipment range from approximately 65 – 95 dBA at 50 feet from the source (DBF, p. 28). Worst-case noise levels are typically associated with grading. Noise sources associated with grading of the proposed Project are shown in **Table N – Grading Noise Source Levels**. A likely worst-case construction noise scenario during grading assumes the use of one scraper, a bulldozer, one backhoe, one roller and a water truck operating continuously within the boundary of the Project site (DBF, p. 30). The construction was modeled without a correction for downtime for equipment maintenance, breaks, or similar situations, presenting a worst-case scenario.

Table N – Grading Noise Source Levels		
Noise Source	Noise Level (at 50 feet)	Pieces of Equipment
Bulldozers	85 dBA	1
Scrapers	85 dBA	1
Backhoe	85 dBA	1
Water Truck	85 dBA	1
Roller	75 dBA	1
Source: DBF, Table 12, p. 30 Notes: dBA = A-weighted decibels		

The calculations assumed point source acoustical characteristics. Using standard point source calculations (i.e. the source and location of the noise is identified), the combined level of 91 dBA Equivalent Sound Level (Leq) at 50 feet would attenuate to approximately 73 dBA Leq at the residences across I-215.

Consistency with Applicable Standards. Construction is anticipated to occur during the permissible hours according to the MMC. Construction noise will have a temporary or periodic increase in the ambient noise levels above existing within the Project vicinity. The construction noise levels are anticipated to be 73 dBA and below at the closest residences to the proposed Project site. As stated earlier, any construction activities that occur outside the allowable time would be considered significant. Therefore, the impact is considered less than significant and no mitigation measures are necessary (DBF, p. 31). Regardless, implementation of mitigation measures **MM NOI-1** through **MM NOI-3** will ensure impacts from construction noise remain less than significant.

Project-Generated Traffic Noise Impacts. As discussed above, it is widely accepted that the average healthy ear can barely perceive changes of 3 dBA; that a change of 5 dBA is readily perceptible; and that an increase (decrease) of 10 dBA sounds twice (half) as loud. This definition is recommended by the California Department of Transportation's Traffic Noise Analysis Protocol for New Highway and Reconstruction Projects (2011). A doubling of the energy of a noise source, such as a doubled traffic volume, would increase the noise level by 3 dBA. Therefore, Project generated trips would need to result in a doubling of the traffic volumes on a road segment in order to result in an audible increase in ambient noise levels.

The Holland Road overcrossing is a separate project in the City that involves constructing an overpass at I-215 and Holland Road, located at the southern boundary of the Project site (HR215). This Project evaluated the noise for two conditions – with and without the Holland Road overpass. For each condition, there was not a doubling of traffic on any of the study area roadway segments.

Without Overpass Conditions. As demonstrated in **Table O – Project-Generated Roadway Noise Without Overpass**, Project generated vehicle trips (Existing Conditions + Cumulative Conditions + Project) are not anticipated to result in an audible or a substantial increase in noise levels because the Project will not double traffic volumes on any roadways in the Project vicinity. The largest increase in CNEL is the segment of Haun Road between La Piedra Road and Holland Road, which is an increase of 1.5 dBA CNEL. The remaining study roadways saw no change or an increase of between 0.1 – 0.9 dBA CNEL.

Table O – Project-Generated Roadway Noise Without Overpass								
Roadway	Roadway Segment	Speed Limit	Existing + Cumulative ADT	Existing + Cumulative (Baseline) Noise Level (dBA CNEL)	Existing + Cumulative + Project ADT	Existing + Cumulative + Project Noise Level (dBA CNEL)	Project Generated Noise Level Increase (dBA CNEL)	Impact
Bradley Road	Park Avenue to Newport Road	45 mph	18,214	71.0	18,734	71.1	0.1	No
	Newport Road to La Piedra Road	45 mph	13,741	70.5	13,949	70.6	0.1	No
	La Piedra Road to Holland Road	45 mph	9,439	68.8	9,959	68.9	0.1	No
Haun Road	Newport Road to La Piedra Road	45 mph	23,930	72.9	31,949	73.8	0.9	No
	La Piedra Road to Holland Road	45 mph	14,094	70.4	22,633	71.9	1.5	No
	Holland Road to Scott Road	45 mph	13,764	70.1	15,012	70.4	0.3	No
Newport Road	Murrieta Road to Bradley Road	50 mph	41,287	76.2	42,327	76.3	0.1	No
	Bradley Road to Haun Road	50 mph	51,445	77.2	53,005	77.3	0.1	No
	Haun Road to I-215 SB Ramps	50 mph	59,580	77.9	65,416	78.2	0.3	No

Table O – Project-Generated Roadway Noise Without Overpass

Roadway	Roadway Segment	Speed Limit	Existing + Cumulative ADT	Existing + Cumulative (Baseline) Noise Level (dBA CNEL)	Existing + Cumulative + Project ADT	Existing + Cumulative + Project Noise Level (dBA CNEL)	Project Generated Noise Level Increase (dBA CNEL)	Impact
	I-215 NB Ramps to Antelope Road	50 mph	74,964	78.7	76,982	78.8	0.1	No
	Antelope Road to Meniffee Road	45 mph	44,535	75.4	45,991	75.4	0.0	No
La Piedra Road	Sherman Road to Haun Road	40 mph*	5,253	63.9	5,773	64.3	0.4	No
Scott Road	Haun Road to I-215 SB Ramps	50 mph*	29,702	74.9	30,638	75.0	0.1	No
	I-215 NB Ramps to Antelope Road	50 mph*	45,788	76.4	46,204	76.4	0.0	No
Holland Road	Bradley Road to Sherman Road	50 mph	13,084	71.4	14,123	71.6	0.2	No
	Sherman Road to Haun Road	50 mph	14,331	71.6	15,371	71.8	0.2	No

Source: DBF, Table 8, p. 24

Noise levels estimated at a reference distance of 50 feet.

Noise levels are rounded to the nearest decibel.

* unmarked; assumed speed limit

Mph = miles per hour; ADT = average daily traffic; dBA = A-weighted decibel; CNEL = Community Noise Equivalent Level.

With Overpass Conditions. As demonstrated in **Table P – Project-Generated Roadway Noise With Overpass**, Project generated vehicle trips (Existing Conditions + Cumulative Conditions + With Overpass) are not anticipated to result in an audible or a substantial increase in noise levels because the Project will not double traffic volumes on any roadways in the Project vicinity. The largest increase in CNEL is the segment of Haun Road between La Piedra Road and Holland Road, which is an increase of 1.7 dBA CNEL. The remaining study roadways saw no change or an increase of between 0.1 – 1.1 dBA CNEL.

Table P – Project-Generated Roadway Noise With Overpass								
Roadway	Roadway Segment	Speed Limit	Existing Plus Cumulative				Project Generated Noise Level Increase (dBA CNEL)	Impact
			ADT	(Baseline) Noise Level (dBA CNEL)	Plus Project ADT	Plus Project Noise Level (dBA CNEL)		
Bradley Road	Park Avenue to Newport Road	45 mph	17,814	70.9	18,334	71.0	0.1	No
	Newport Road to La Piedra Road	45 mph	14,429	70.7	14,637	70.7	0.0	No
	La Piedra Road to Holland Road	45 mph	10,127	69.0	10,647	69.2	0.2	No
Haun Road	Newport Road to La Piedra Road	45 mph	22,098	72.6	29,077	73.7	1.1	No
	La Piedra Road to Holland Road	45 mph	15,044	70.8	22,543	72.5	1.7	No
	Holland Road to Scott Road	45 mph	14,732	70.3	15,772	70.5	0.2	No
Newport Road	Murrieta Road to Bradley Road	50 mph	40,070	76.1	41,110	76.2	0.1	No
	Bradley Road to Haun Road	50 mph	48,586	77.0	50,146	77.1	0.1	No
	Haun Road to I-215 SB Ramps	50 mph	55,316	77.7	60,112	78.1	0.4	No
	I-215 NB Ramps to Antelope Road	50 mph	69,631	78.4	70,879	78.5	0.1	No

Table P – Project-Generated Roadway Noise With Overpass

Roadway	Roadway Segment	Speed Limit	Existing Plus Cumulative				Project Generated Noise Level Increase (dBA CNEL)	Impact
			ADT	(Baseline) Noise Level (dBA CNEL)	Plus Project ADT	Plus Project Noise Level (dBA CNEL)		
	Antelope Road to Meniffee Road	45 mph	41,350	75.1	42,286	75.1	0.0	No
La Piedra Road	Sherman Road to Haun Road	40 mph*	5,253	63.9	5,773	64.3	0.4	No
Scott Road	Haun Road to I-215 SB Ramps	50 mph*	26,002	74.4	26,730	74.5	0.1	No
	I-215 NB Ramps to Antelope Road	50 mph*	41,088	75.9	41,296	75.9	0.0	No
Holland Road	Bradley Road to Sherman Road	50 mph	13,218	71.4	14,257	71.7	0.3	No
	Sherman Road to Haun Road	50 mph	16,531	72.0	17,571	72.3	0.3	No
	Haun Road to Hanover Lane	45 mph	13,733	69.6	14,981	69.9	0.3	No
	Hanover Lane to Palomar Road	45 mph	9,271	68.2	9,791	68.4	0.2	No
	Palomar Road to Meniffee Road	45 mph	8,299	67.8	8,819	68.0	0.2	No

Source: DBF, Table 10, p. 26

Notes:

Mph = miles per hour; ADT = average daily traffic; dBA = A-weighted decibel; CNEL = Community Noise Equivalent Level.

Noise levels estimated at a reference distance of 50 feet.

Noise levels are rounded to the nearest decibel.

* unmarked; assumed speed limit

Consistency with Applicable Standards. Project generated vehicle trips are not anticipated to result in an audible or substantial increase in ambient noise levels for the two conditions, without and with the Holland Road Overpass; therefore, this impact is less than significant and no mitigation is required.

Operational Noise Impacts to the Project. There are four main categories of land uses proposed on the Project site: retail, office, automobile sales, and industrial. The City has identified noise levels of up to 67.5 dBA CNEL as “normally acceptable” and of up to 75 dBA CNEL as “conditionally acceptable” for business and commercial land uses; also, noise levels of up to 70 dBA CNEL are classified as “normally acceptable” and of up to 75 dBA CNEL as “conditionally acceptable” for industrial uses (see Figure 14).

Roadways that may generate enough traffic noise under buildout conditions to affect the proposed Project include Haun Road and Holland Road. Both of these roadways are classified as Major roadways in the City’s GP Circulation Element. Per City’s traffic impact analysis guidelines, future buildout noise levels associated with these roadways were modeled using Average Daily Trip (ADT) Level of Service (LOS) “E” design capacities (also known as future build-out daily traffic volumes) for roadway segments and LOS “D” for all intersections other than those identified as constrained intersections, which may be permitted to operate at LOS “E”. Haun Road and Holland Road are both expected to accommodate up to 30,700 vehicles per day at LOS D, which includes traffic travelling in two directions (WEBB-E, p. 3-9).

Federal Highway Administration modeling was conducted as part of the Noise Study (DBF) prepared for the Project to calculate noise levels associated with buildout vehicle traffic noise from each of these roadways, with and without the Holland Road Overpass. It was determined that buildout noise levels at the property lines of the proposed Project are expected to be lower than 75 dBA CNEL with and without the Holland Road Overpass as shown in **Table Q – Onsite Noise Levels Without Overpass** and **Table R – Onsite Noise Levels With Overpass**.

As shown in Table 16, for the Without Overpass condition, traffic from I-215 would be approximately 70 dBA CNEL at 235 lateral feet west of the centerline of the highway, which is approximately 80 feet west of the eastern Project site boundary. On the east side of the Project site, the proposed land use is auto dealerships, which would be within the commercial land use subject to acceptable noise levels up to 75 dBA. On Haun Road, the 65 – 70 dBA CNEL stays mostly within the right-of-way for Haun Road; the 70 dBA CNEL encroaches less than 20 feet on the Project site at the frontage.

Table Q – Onsite Noise Levels Without Overpass					
Roadway	Peak-Hour Traffic Volume (vehicles)	Speed Limit	Approximate Distance from Centerline to Noise Level		
			70 dBA CNEL	67.5 dBA CNEL	65 dBA CNEL
I-215	10,800*	65 mph	235 feet	370 feet	565 feet
Haun Road	2,360**	45 mph	85 feet	120 feet	185 feet
Holland Road	N/A	-	-	-	-
Source: DBF, Table 5, p. 20 mph = miles per hour; dBA = A-weighted decibel; CNEL = Community Noise Equivalent Level *The maximum capacity at the roadway design speed was analyzed. **The Existing + Ambient (2021) + Cumulative + Project traffic condition was analyzed					

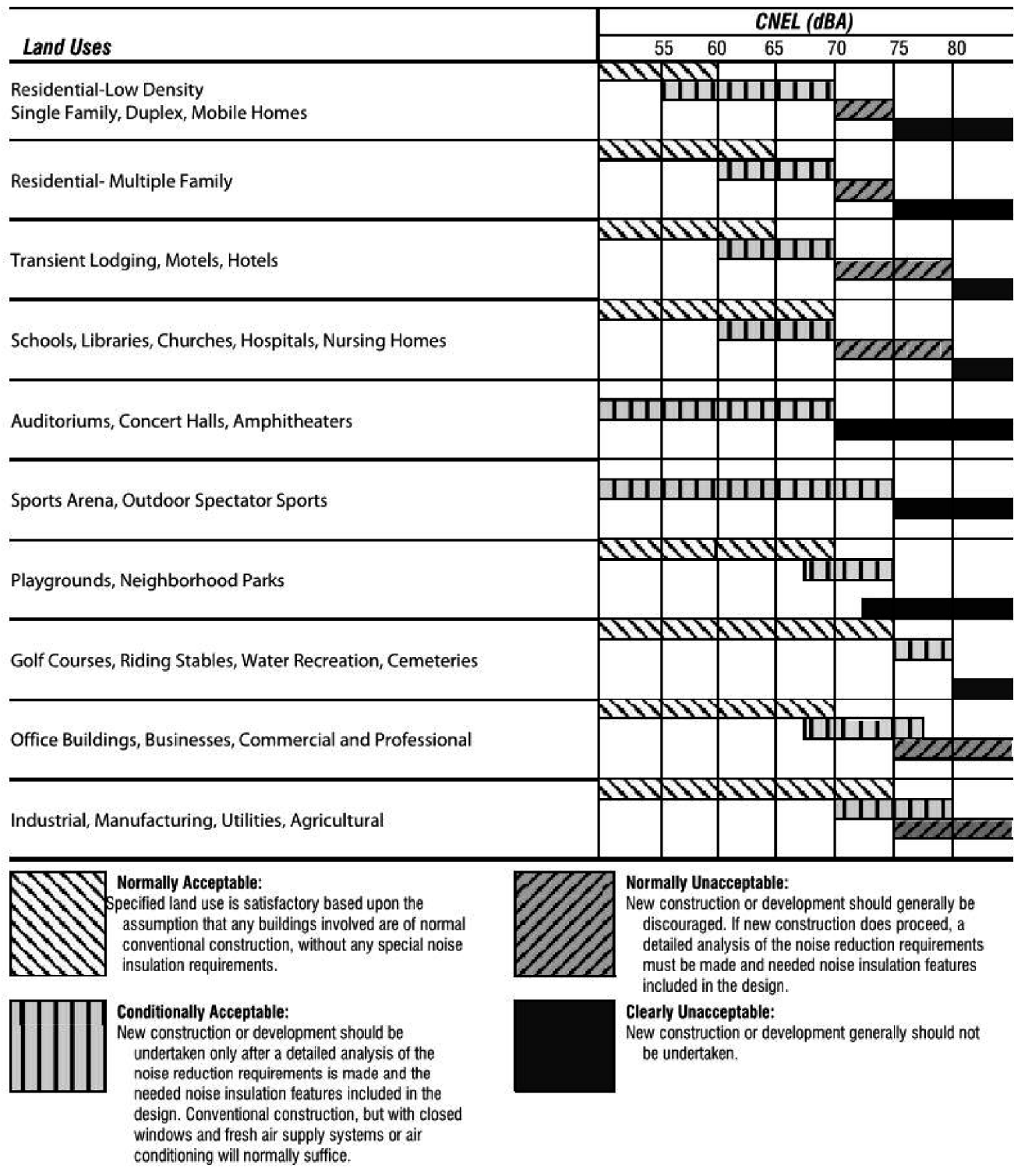
In the With Overpass condition, the 70 dBA CNEL from vehicle traffic on I-215 would be approximately 235 feet from the centerline of the roadway, which is approximately 80 feet west of the eastern Project site boundary. The 70 dBA CNEL from vehicle traffic on Haun Road would be approximately 85 feet from the centerline of the roadway, which is approximately 10 feet east of the western Project site frontage. On the south side of the site, the 70 dBA CNEL from vehicle traffic on the Holland Road overpass would be approximately 70 feet from the centerline of the roadway, which is within the proposed right-of-way for Caltrans and does not spill onto the proposed Project site.

Table R – Onsite Noise Levels With Overpass					
Roadway	Peak-Hour Traffic Volume (vehicles)	Speed Limit	Approximate Distance from Centerline to Noise Level		
			70 dBA CNEL	67.5 dBA CNEL	65 dBA CNEL
I-215	10,800*	65 mph	235 feet	370 feet	565 feet
Haun Road	2,360**	45 mph	85 feet	120 feet	185 feet
Holland Road	1,556**	50 mph	70 feet	105 feet	165 feet
Source: DBF, Table 6, p. 21 mph = miles per hour; dBA = A-weighted decibel; CNEL = Community Noise Equivalent Level *The maximum capacity at the roadway design speed was analyzed. **The Existing + Ambient (2021) + Cumulative + Project traffic condition was analyzed					

Consistency with Applicable Standards. The proposed mixed use center would not exceed the City's Land Use Compatibility Criteria of noise levels of up to 67.5 dBA CNEL as "normally acceptable" and of up to 75 dBA CNEL as "conditionally acceptable" for business and commercial land uses; also, noise levels of up to 70 dBA CNEL are classified as "normally acceptable" and of up to 75 dBA CNEL as "conditionally acceptable" for industrial uses. Therefore, noise levels at the proposed Project would comply with the GP and no mitigation is required.

Operational Noise Impacts from the Project. To the north, the immediately-adjacent parcel is vacant; to the north of the vacant parcel is the Menifee Countryside Marketplace at the corner of Haun Road and Newport Road, a mixed use center with commercial and restaurant uses. On the west side the Project site, west of Haun Road, is the Paloma Wash. Further west of Paloma Wash is a residential development, Lennar South 35, which is currently under construction and approximately 400 feet to the west of the Project site. A Caltrans drainage ditch and I-215 are directly to the east of the Project site; east of I-215 are residential land uses. A storage facility is located immediately to the south of the Project site. As shown in **Figure 15 – Land Use Compatibility for Community Noise Environments**, the City has identified noise levels of up to 60 dBA CNEL as "normally acceptable" and of up to 65 dBA CNEL as "conditionally acceptable" for residential land uses. Noise levels of up to 70 dBA CNEL are considered "normally acceptable" and of up to 75 dBA CNEL are considered "conditionally acceptable" for industrial uses. Because the topography of the Project site and its vicinity is relatively flat and because noise dissipates with greater distances from the source, noise-related impacts from the Project site would be worst at the sensitive receptors closest to the Project site. Therefore, for purposes of this analysis, impacts at the residences located west of Paloma Wash (Lennar 35, which is under construction as of the writing of this IS/MND), and those 400 feet east of the Project site, east of the I-215 freeway are discussed in detail below. These two closest sensitive receptors are located equidistance from the proposed Project, to the east and west of the site.

G:\2017\17-0196\GIS\Landuse_Noise.mxd; Map created 14 Dec 2018



Source: City of Perris GP EIR, The Planning Center, 2013.

Figure 15 - Land Use Compatibility for Community Noise Environments

Haun and Holland Mixed Use Center

In general, noise sources associated with commercial, office, retail, and industrial land uses typically include truck deliveries, loading dock activities (including trash compactors), outdoor mechanical equipment (such as air compressors, pumps, fans and cooling towers), and maintenance activities (such as parking lot sweepers and trash collection trucks). Other noise sources associated with these uses may include shop tools and forklifts.

The sizes and locations of the Project buildings, and the mechanical equipment plans, layouts, and operations were not finalized at the time of this analysis; the Conceptual Master Plan is shown on **Figure 4**. The noise levels generated by the Project parcels would vary depending upon the specific use. Variables include size of equipment, location and orientation of equipment, and number and location of loading docks, parking areas, etc. Although the exact noise levels generated cannot be specifically quantified at this time because of the many variables involved, typical noise levels associated with these land uses generally range from approximately 50-75 dBA Leq at 50 feet (source: various sound level measurements performed by DBF Associates, Inc. and manufacturers' specifications for similar projects). The noise analysis included modeling auto dealerships located on the eastern portion of the Project site, which included HVAC units and repair bays. These noise levels, along with those from vehicle and truck traffic, generate up to approximately 44 / 42 dBA Leq (daytime / nighttime) at the apartments located 400 feet east of the Project site (DBF, p. 29).

Consistency with Applicable Standards. Policy N-1.7 of the GP states that exterior noise levels are not to exceed 65 dBA Leq at residential land uses. The nearest sensitive receptors are approximately 400 feet east of the Project site; the modeled operational noise level at this sensitive receptor as well as all other nearby sensitive receptors is well below 65 dBA CNEL at 44 dBA Leq. Therefore, the Project is consistent with applicable GP standards and the MMC, and impacts are considered less than significant. No additional mitigation measures are required.

As outlined above, the City's noise standards will not be exceeded during Project construction or operation as a consequence of operations or increased traffic in the Project site vicinity due to visitors to the Project site. Additionally, surrounding land uses will not generate noise in excess of City standards, which could have an effect on individuals at the Project site. However, since the Project site does not show the location of buildings and parking lots, as each implementing project parcel is developed, they shall comply with **MM NOI-4** to ensure noise levels are within acceptable City standards.

Permanent Ambient Noise Impacts from the Project. The term "substantial" as it is used to describe "a substantial permanent increase in ambient noise levels" is not defined in most environmental compliance guidelines; however, for the purposes of this section, a substantial permanent increase at a sensitive receptor location is defined using the methodology outlined in the GP EIR (GP EIR, p. 5.12-17), as follows:

- Based on local noise criteria as established in the policy plan and MMC the following would be considered significant:
 - Project-related traffic would increase the CNEL at any noise-sensitive receptor by an audible amount of 5 dBA. In community noise, an immediate 5 dB change in noise levels is considered readily perceptible.
 - Noise generated by buildout of the proposed Land Use Plan would result in stationary (non-transportation) noise which exceeds the City's sound level standards at noise sensitive receptors.

Ambient Noise Measurements. Ambient noise measurements were conducted on October 11, 2017 by DBF Associates at seven locations to document the existing ambient noise levels using an American National Standards Institute (ANSI Section Type 1) RION Model NA-28 noise monitor. As shown on **Figure 16 – Ambient Noise Measurement Locations**, the seven locations were situated to the west, east and north of the Project site and included measurements near the Santa Rosa Academy School, a house of worship, and the Cantabria Apartment Homes. **Table S – Existing Noise Levels in the Project Vicinity** provides a summary of the short-term ambient noise data taken by DBF Associates. Ambient noise levels ranged between 53.2 and 69.5 dBA Leq.

Table S – Existing Noise Levels in the Project Vicinity			
Measurement Location		Time	Leq (dBA)
ML1	Project site, northeast corner ~ 160 feet west of I-215 centerline	10:35 a.m. – 10:45 a.m.	67.3
ML2	Project site, southwest corner ~ 55 feet east of Haun Road centerline	11:00 a.m. – 11:15 a.m.	62.7
ML3	Southeast corner of Santa Rosa Academy school grounds ~ 275 feet west of Haun Road centerline	11:25 a.m. – 11:40 a.m.	53.6
ML4	Southeast corner of Holland Road and Sherman Road ~ 50 feet south of Holland Road centerline	11:55 a.m. – 12:05 p.m.	65.8
ML5	Parking lot of Abundant Life Church ~50 feet east of Haun Road centerline	12:20 p.m. – 12:30 p.m.	68.8
ML6	Cantabria Apartment Homes, Buildings G / H ~ 235 feet east of I-215 centerline	12:45 p.m. – 12:55 p.m.	69.5
ML7	Mt. San Jacinto College, Menifee Valley Campus Near Building 700 ~ 660 feet east of I-215 centerline	1:10 p.m. – 1:25 p.m.	53.2
Source: DBF, Table 4, p. 17 Notes: ML = Measurement Location; Leq = Equivalent Sound Level; dBA = A-weighted decibel. Measurements conducted on Wednesday, October 11, 2017.			

As discussed above, there are no sensitive receptors directly adjacent to the Project site. The nearest sensitive receptors are attached residential dwelling units (Cantabria Apartment Homes) located approximately 400 feet east of the Project site on the east side of the I-215 freeway and the single family residential (Lennar 35) located 400 feet west of the Project site. Based on ambient noise measurements taken by DBF Associates in October 2017, the Leq at this location is approximately 69.5 dBA. The Project could generate noise levels up to 44 dBA Leq daytime and 42 dBA Leq nighttime at these apartments, which does not exceed the 65 dBA Leq standards.

Because noise dissipates with increasing distance and because the topography of the Project site and its vicinity is relatively flat, noise impacts to sensitive receptors would be greatest at this location because it is closest to the noise sources at the Project site. Thus, the Project would

Map revised Dec. 10, 2019. G:\2017\17-0196\GIS\Noise Meas Locations.mxd



Source: dBF Associates, April 2019.

Figure 16 - Ambient Noise Measurement Locations

Haun and Holland Mixed Use Center



Not to Scale

ALBERT A.
WEBB
ASSOCIATES

not result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project because:

- Operational noise levels will not be greater than 60 dBA; and,
- Operational noise levels will not result in an increase of 5 dBA or more from existing noise levels.

Additionally, as reflected above, the incremental increase in noise associated with Project-generated traffic will not be audible because a doubling of traffic volumes would be necessary to produce an audible change in ambient noise levels. Since the Project is not anticipated to double traffic volumes on any roadways in the Project vicinity, the incremental increase in Project-generated traffic noise is not audible.

Temporary Ambient Noise Impacts. Construction noise is considered a short-term, temporary impact and would be considered significant if construction activities are undertaken outside the allowable times as described by the MMC Section 9.09.030 and MMC Section 8.01.010. The Noise Code does not regulate noise levels produced by construction activities provided it occurs during the authorized timeframes. Construction activities will occur only during the daytime hours and would result in an increase in ambient noise; however, the degree of construction noise will vary depending on the phase of construction, type of construction activity, and type of equipment being used. As discussed above, the Noise Study (DBF) prepared for the Project determined that worst-case construction noise levels at the property line of the nearest sensitive receptors (Cantabria Apartment Homes, located 400 feet east of the Project site across the I-215, and Lennar 35 400 feet to the west) are anticipated to be 73 dBA and below.

However, at this time only a tentative parcel map is being processed. The construction noise analyzed includes Phase 1 grading and roadwork. Therefore, since the Project site plan has not identified specific locations for buildings and parking lots, mitigation measures **MM NOI-1** through **MM NOI-3** would minimize disturbance from construction noise. Therefore, the Project will not result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project and impacts will be less than significant with mitigation incorporated.

In conclusion, impacts from permanent ambient noise are less than significant; impacts from temporary ambient noise are less than significant with the incorporation of mitigation measures **MM NOI-1** through **MM NOI-3**, and impacts to noise level standards are less than significant with the incorporation of mitigation measure **MM NOI-4**.

THRESHOLD XIII.B: Less Than Significant Impact. Generation of excessive groundborne vibration or groundborne noise levels?

General Plan EIR Summary

Transportation-Related Vibration Impacts-On-Road Mobile-Source Vibration Impacts.

Caltrans has studied the effects of propagation of vehicle vibration on sensitive land uses and notes "heavy trucks, and quite frequently buses, generate the highest earthborn vibrations of normal traffic." Caltrans further notes that the highest traffic-generated vibrations are along freeways and state routes. Their study finds that "vibrations measured on freeway shoulders (five meters from the centerline of the nearest lane) have never exceeded 0.08 inches per second, with the worst combinations of heavy trucks. This level coincides with the maximum recommended safe level for ruins and ancient monuments (and historic buildings)." Typically, trucks do not generate high levels of vibration because they travel on rubber wheels and do not

have vertical movement, which generates ground vibration. Vibrations from trucks may be noticeable if there are any roadway imperfections such as potholes. Because of setbacks, vibration-sensitive structures are not and will not be sited within five meters (approximately 16 feet) of the centerline of the nearest lane of I-215, or any major truck route. Potential for significant vibration impacts is less than significant (GP EIR, p. 5.12-37).

Project Impact Discussion

The primary source of vibration at the Project site would be from vehicles and stationary mechanical equipment. The modeled vehicle mix at the Project site would generate vibration levels less than those perceptible by humans, which is approximately 0.01 in/second of peak particle velocity (PPV). For stationary mechanical equipment, any on-site equipment would be located well over 25-feet from the closest sensitive receptor. Since the equipment will be cited at least 25-feet away, vibration levels would be lower than the Caltrans threshold for perceptibility, which is 0.3/in sec PPV. Consequently, no significant vibration impacts would occur from vibration generated by Project site uses. (DBF, p. 31)

Vibration generated by construction equipment produces its highest levels during grading, specifically the vibratory roller. The closest it would operate to sensitive receptors would be 400 feet; at this distance, vibration levels of 0.01 in/sec PPV would be generated, which is not perceptible by humans. Overall, vibration impacts related to construction would be short-term, temporary, and generally restricted to the areas in the immediate vicinity of active construction equipment (DBF, p. 32). As such vibration impacts from construction would be less than significant and no mitigation measures are required.

THRESHOLD XIII.C: No Impact. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

General Plan EIR Summary

According to guidelines included in the Riverside County Airport Land Use Commission, areas exposed to aircraft noise levels above 65 dBA CNEL are considered clearly unacceptable for new residential land uses, schools, libraries, and hospitals. For churches, auditoriums, concert halls, and amphitheatres, noise levels above 70 dBA CNEL are clearly unacceptable. In addition, the maximum, aircraft-related interior noise level that shall be considered acceptable for sensitive land uses near airports is 45 dBA CNEL.

The Perris Valley Airport and the March Air Reserve Base have portions of their Airport Influence Area within or in the vicinity of City limits.

March Air Reserve Base (MARB). The MARB is an active military base that operates a wide range of military aircraft including fighters, tankers, and transport airplanes. The main tenant is the California Air National Guard; there is also civilian aircraft activity under a joint use agreement. Most operations are related to transport and refueling planes, and most activities occur during the daytime, but approaches and departure also occur in the evening and nighttime. According to the Air Installation Compatible Use Zone Study, the MARB's 65 dBA CNEL is well outside the City boundaries; however, the 60 dBA CNEL contour extends through a portion of the City limits, generally north of Watson Road and east of Sherman Road (Citizen's brochure for the MARB, 2005). Affected land uses are low density residential uses. Since the future noise contours are outside the 65 dBA CNEL noise contour, implementation of the GP

would not propose noise-sensitive uses that would be incompatible with operations of the MARB.

Perris Valley. The Perris Valley Airport, located approximately one mile northwest of the City, is a specialized facility catering predominantly to skydivers and ultralight aircraft enthusiasts. The airport operator estimates that the airport services an annual total of 34,000 aircraft operations (averaging 94 operations per day), excluding ultralight aircraft flights. Twin-engine piston and turboprop aircraft account for approximately 80 percent of these operations.

According to the Perris Valley ALUCP (RCALUC 2010), portions of the airport influence area (AIA) are located within City limits, in the northwestern portion of the City. Affected land uses within the AIA would be EDC land uses, and residential land uses located north of Rouse Road and west of Barnett Road. However, the 60 dBA CNEL noise contours for future operations are outside City limits. Since the future noise contours are outside the 65 dBA CNEL noise contour, implementation of the GP would not propose noise-sensitive uses that would be incompatible with operations of the Perris Valley airport.

In summary, no portions of the City are located with the 65 dBA CNEL noise contours of any airport. The GP Noise Element Policy N1.17 would prohibit new residential land uses within the 65 dB CNEL contours of any public-use or military airports, as defined by the Riverside County Airport Land Use Commission. Implementation of the GP would not expose noise-sensitive land uses to noise levels that are incompatible with aircraft noise. Aircraft overflights will be heard in the City. However, noise impacts would be less than significant (GP EIR, pp. 5.12-28 – 5.12-29).

Project Impact Discussion

The Project site is over ten miles southeast of the MARB and is approximately six miles southeast of the Perris Valley Airport. The Perris Valley Airport, located in the City of Perris, is privately owned and used for skydiving. The south end of the runway is one mile north of the Menifee city boundary. As such, the Project is not located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport. Therefore, airport-generated noise would have no impact on people residing or working in the Project area, and no mitigation measures are required.

Conditions of Approval

- Prior to the start of construction activities, the Project contractor shall limit the delivery of material to the construction hours in the City of Menifee Municipal Code 9.210.060.

Mitigation Measures

There are no applicable GP EIR mitigation measures. The following Project-specific mitigation measures related to noise are relevant to the Project.

To further reduce impacts associated with due to construction noise, the following mitigation measure shall be implemented:

- MM NOI-1** Prior to the start of construction activities, the Project contractor shall select construction equipment capable of performing the necessary tasks with the lowest sound level and the lowest acoustic height possible. The following measures shall be incorporated to reduce construction impacts to the extent feasible:
- Operate diesel equipment with closed engine doors and equip diesel equipment with factor-recommended mufflers.

- For stationary equipment, designate equipment areas with appropriate acoustic shielding on building and grading plans. Equipment and shielding should be installed prior to construction and remain in designated location throughout construction activities.
- Use electrical power to run air compressors and similar power tools rather than diesel equipment.
- Require contractors, as a condition of contract, to maintain and tune-up construction equipment to minimize construction noise emissions.
- Temporary sound barriers that break the line of sight (at least six feet tall) should be erected along the perimeter of the project site between active on-site construction work using heavy equipment and adjacent sensitive receptors (residences). Such barriers should be of sufficient height to break the line-of-sight between noise-generating equipment and the noise-sensitive receptor and should be continuous with no gaps or holes between panels or the ground. Temporary sound barriers may include noise curtains, sound blankets, or solid temporary barriers with a Sound Transmission Class (STC) rating of at least 20 or greater based on sound transmission loss data taken according to ASTM Test Method E90. If an STC-rated product is not available or not feasible for use, a product with a similar industry-standard specification, or a product that would achieve a similar insertion loss based on a manufacturer or supplier recommendation, would be an acceptable substitute. A 15 dBA reduction barrier is feasible through the implementation of such construction barriers, which should be installed at the project site prior to beginning construction activities and stay in place for the entire duration of the construction period.

MM NOI-2 Prior to the start of construction activities, the Project contractor shall implement alternatives to the standard backup beepers as feasible, including strobe lights or products with a lower noise level.

MM NOI-3 Prior to the start of construction activities, the Project contractor shall place the laydown area as far as possible from the closest sensitive noise receptor.

To further reduce impacts associated with due to operational noise, the following mitigation measure shall be implemented for any implementing project on the proposed Project site (the proposed Project has already complied with **MM NOI-4**):

MM NOI-4 Prior to issuance of building permit, implementing projects shall provide an acoustical impact analysis for the individual uses proposed by the implementing project to confirm the exterior findings, determine building- and/or unit-specific interior noise levels, and potential mitigation measures including but not limited to minimum STC window ratings required, to ensure implementing project does not exceed noise levels established by the Noise and Vibration Analysis Report prepared by DBF dated April 17, 2019.

XIV. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: GP LU, GP EIR

Applicable General Plan Policies

There are no applicable policies for this topic.

Analysis of Project Effect and Determination of Significance

THRESHOLD XIV.A: Less Than Significant Impact. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

General Plan EIR Summary

The GP EIR assumed an increase of 63,754 housing units and an associated population growth of 158,942 residents, equating to a person-to-household ratio of approximately 2.49. Future housing and population projections in the GP EIR reflected the 15 Specific Plans that had already been adopted/approved by the County prior to creation of the City. The cumulative total housing unit count for all areas designated SP in the GP EIR is 19,867; the cumulative total population associated with the cumulative housing projection is 51,378 residents. This equates to persons-per-household ratio of approximately 2.58 for buildout of the Specific Plans. The GP allows for development of up to 170 single-family dwelling units on the Project site, generating approximately 439 residents. The GP EIR concluded that although buildout of the GP would directly and indirectly increase population growth, this growth would not be substantial, and impacts would be less than significant (GP EIR, pp. 5.13-8 – 5.13-13).

Project Impact Discussion

The proposed Project does not propose homes; therefore, it will not directly induce population growth. As discussed in *Threshold XI.B*, above, the Project site is within one of the City's EDC areas. In general, areas designated EDC are envisioned to be developed primarily as nonresidential uses, with residential uses playing a supporting role (GP LU, p. 4). Therefore, businesses proposed for the Project site are intended to serve the existing and planned residences in the Project site vicinity and will not induce substantial population growth beyond what was already planned in the City's GP.

Although the proposed Project may indirectly contribute to population growth within the City during construction and operation by creating jobs, it is anticipated that the majority of new jobs would be filled by individuals who already reside in the Project vicinity and that the Project would not attract a significant number of new residents to the City. The City's *2013-2021 Housing Element* noted that according to the 2010 Census, the vacancy rates were 4.1 percent for homeowners and 6.8 percent for rental units; these are higher than the surrounding cities, allowing for ample opportunity for housing of any new individuals. Further, infrastructure improvements associated with the proposed Project will not indirectly induce population growth because they are intended to only serve new development at the Project site. Therefore, because the Project is consistent with the land use anticipated in the GP which already addresses population growth, the Project will have a less than significant impact and no mitigation measures are required.

THRESHOLD XIV.B: No Impact. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

General Plan EIR Summary

The GP changed the designations of some areas of the City that were previously developed with residential land use designations to EDC, permitting a mixture of residential, commercial, office, industrial, entertainment, educational, recreational, or other uses. In addition, the GP changed residential land use designations in the central and northwestern portions of the City, where some areas currently designated residential would be changed to SP. Neither would displace existing housing. Each development or redevelopment project would be subject to independent CEQA review. Impacts on displacement of housing and/or residents would be assessed and mitigated to the extent feasible, as part of CEQA review for each respective project. Impacts of GP approval would be less than significant (GP EIR, pp. 5.13-13 – 5.13-14).

Project Impact Discussion

There are no individuals currently residing at the Project site because the Project site is currently undeveloped. Further, the Project site is designated EDC in the City's GP and was not planned for future residential development. Construction of the proposed Project with a variety of non-residential uses will not affect the planned amount of housing within the City (**Figure 7** and **Figure 8**). Therefore, the Project will have no impact in regard to displacing substantial numbers of people necessitating the construction of replacement housing elsewhere, and no mitigation measures are required.

Conditions of Approval

None

Mitigation Measures

None

XV. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
D. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
E. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: DOF, GP EIR, MMC, PE, RCGP EIR, VN

Applicable General Plan Policies

- Goal S-4: A community that has effective fire mitigation and response measures in place, and as a result is minimally impacted by wildland and structure fires.
 - Policy S-4.1: Require fire-resistant building construction materials, the use of vegetation control methods, and other construction and fire prevention features to reduce the hazard of wildland fire.
 - Policy S-4.2: Ensure, to the maximum extent possible, that fire services, such as firefighting equipment and personnel, infrastructure, and response times, are adequate for all sections of the City.
 - Policy S-4.4: Review development proposals for impacts to fire facilities and compatibility with fire areas or mitigate.
- Goal OSC-1: A comprehensive system of high quality parks and recreation programs that meets the diverse needs of the community.
 - Policy OSC-1.7: Ensure that parks and recreational facilities are well-maintained by the responsible agency.

Analysis of Project Effect and Determination of Significance

THRESHOLD XV.A: Less Than Significant Impact. Fire protection?

General Plan EIR Summary

Buildout of the GP would result in an increased number of persons within the City, subsequently resulting in an increase in demand for fire and emergency medical services. Buildout of the GP would increase the population of the City by an estimated 81,423 over the 2010 Census count and would increase employment in the City by a net 71,257, a nearly 10-fold increase over current employment in the City. Buildout would increase the number of residential units by a net 30,895 units and would increase nonresidential land uses by a net of about 42.1 million SF (this net increase does not including public facilities and institutional land uses). GP buildout would

require development of several new fire stations; locations of the fire stations have not been identified and would be determined during station planning by the RCFD.

Each engine company can service about 2,000 calls per year; one station, depending on its size, can accommodate two to three engine companies. Approximately 8,000 residential units would generate 2,000 calls per year. GP Buildout would create a need for about four additional fire stations based on the estimated net increase of 30,895 residential units due to GP buildout.

Two additional fire stations are planned in the City, and one in Perris that would serve both the City and Perris. Therefore, the City would be served by a total of eight stations in the City and in adjacent cities. Development of planned stations is contingent on development of planned projects in the City and is not currently assured.

Along with the existing five and three planned, approximately three additional engine companies would be needed to serve the City at GP buildout, based on the service capacity per engine company. It is unknown how many stations would be needed to house the additional engine companies; two or more engine companies can be housed in one station if there is sufficient call demand in that station's service area.

Funding for the RCFD is obtained from various sources, including the County's general fund, city general and benefit assessment funds, and other sources. RCFD capital funding is mostly provided by DIFs collected by Riverside County or by cities; major developments can also enter development agreements with RCFD as an effort to fund improvements responding to the developments' fair share of impacts.

In compliance with the City's development mitigation fees, each project developer would be required to pay DIFs to offset the project-related demand on existing fire services. The fees would ensure that as each future project is developed, adequate fire protection and emergency/medical services would be provided. In addition, each project would be required to be constructed consistent with current fire regulations and provide fire safety features. Compliance with the applicable design requirements and payment of its full, fair share of infrastructure costs would ensure that the Project would not adversely impact the current fire protection services. Impact fees levied on the Project would be utilized to fund construction of this new station and/or to expand the existing facilities to reduce fire services impacts. Development fees would also be used to purchase required fire trucks and equipment and/or to hire additional fire fighters.

Therefore, the Project would not increase the number or severity of significant impacts already identified in the previously certified EIR (GP EIR, pp. 5.14-3 – 5.14-4).

Project Impact Discussion

The City contracts with the Riverside County Fire Department (RCFD) for fire services and there are four RCFD stations within the City, and one outside the City limits that serves the City (GP EIR, p. 5.14-1). The closest fire station to the Project site is the Menifee Lakes Station #76, which is located approximately 1.4 miles northeast of the Project site at 29950 Menifee Road.

The City's GP EIR does not provide thresholds for providing fire protection services for the commercial and industrial land uses the Project contains, so the Project defers to the County of Riverside's GP EIR. The County of Riverside's GP EIR states that one fire station can serve 3.5 million square feet of commercial (the "business park" land designation is included within commercial) or industrial land uses (this is references as the "generation factor" per fire station) (RCGP EIR, p. 4.17-19). The City had 3,369,613 square feet of commercial and 8,612,896 square feet of industrial as of the City GP EIR's certification in 2013 (GP EIR p. 3-11), adding up

to 11,982,509 square feet. Thus, the City would need 4 fire stations to serve this existing amount of commercial and industrial uses. As stated above, The Project contains the development of approximately 178,100 square feet of commercial, 79,000 square feet of business park, and 47,200 square feet of industrial, adding up to a total of 304,300 square feet of commercial and industrial land uses, which generates less than one additional fire station. However, since the Project is consistent with the land uses anticipated in the City's GP, the square footage created from the Project was considered within the square footage of these land uses calculated at buildout of the City's GP. Per the GP, additional fire services would be needed to serve the GP buildout (GP EIR, pp. 5.14-3 – 5.14-4).

Even though the increase of the Project's non-residential square footage does not meet the threshold of needing an additional fire station, the additional square footage from the development of the Project site will contribute to the City's GP buildout. In order to account for this impact, the Project developer will pay DIFs for fire protection services. Funding for the RCFD is obtained from various sources; however, RCFD capital funding is mostly provided by DIFs collected by Riverside County or by cities, but major developments can also enter development agreements with RCFD as an effort to fund improvements responding to the developments' fair share of impacts. The Project developer will be required to pay DIFs to offset the Project-related demand on existing fire services. These fees will ensure that as the proposed Project and each future project is developed, adequate fire protection and emergency/medical services would be provided.

The Project will also be designed in compliance with the California Fire Code as adopted by the MMC. The City has adopted the 2016 California Fire Code that lists the minimum required fire-flow and flow duration for buildings of different floor areas and construction types. This includes compliance with all applicable fire code and RCFD requirements and standards for construction, access, water mains, fire flow, and fire hydrants. Prior to any site development or future project approvals, all plans are required to be submitted to the fire marshal for review and verification that they conform to all pertinent fire standards and requirements. (GP EIR, p. 5.14-4).

Because the Project is consistent with the land uses anticipated in the GP will be required to pay applicable DIFs to ensure adequate fire services are provided, and conform to pertinent fire standards, implementation of the Project will have a less than significant impact and no mitigation measures are required for fire services.

THRESHOLD XV.B: Less Than Significant Impact. Police protection?

General Plan EIR Summary

At full buildout, the estimated Riverside County Sheriff's department staff needed to provide police protection to the City would be 177 personnel, including the following:

- 138 sworn officers, including 24 management, 14 investigators, 54 patrol officers, and 10 motor officers and motor sergeants.
- 39 classified employees, including community service officers, accident investigators, and administrative staff.

The estimated 64 sworn patrol officers, motor sergeants, and motor officers needed at GP buildout would be an increase of 31 over the number of sworn officers currently assigned to comparable positions in the City. The City would be responsible for costs for all personnel serving the City, including contract support personnel. The sheriff's department would provide all needed equipment, such as police vehicles, for the number of officers contracted for by the

City. The City would be responsible for all ensuing costs. An estimated 176 total vehicles would be needed, including 155 patrol units and plain cars, 4 vans, 9 stealth units, and 8 motorcycles. The sheriff's department could continue serving the City from the Perris Station if needed; however, the preferred option would be for the City to provide a facility funded by DIFs.¹⁵

As the City grows additional police equipment, facilities, and personnel would be required to provide adequate response times, acceptable public service ratios, and other performance objectives for law enforcement services. The City would provide increased personnel and vehicles needed to service the growing population by development of a Menifee Sheriff's station, or expansion of the Perris Sheriff's Station.

The physical impacts cannot be analyzed in this EIR because the locations and sizes of future facilities are unknown. Future projects would be reviewed by the City on an individual basis and would be required to comply with regulations in effect at the time building permits are issued (i.e., payment of impact fees). The need for additional structures and personnel would be financed through the General Fund, and the impacts of the GP on police services would be less than significant (GP EIR, pp. 5.14-5 – 5.14-6).

Project Impact Discussion

The City contracts with the Riverside County Sheriff to provide police services for the City. The City anticipates that they will transition from contracting with the RCSD to operating their own City police department in July 2020; since this is not yet in operation, this Draft EIR will consider the current police protection services provided by the RCSD (NMPD). The closest police station to the Project site is Menifee Police Department (137 North Perris Boulevard Suite A), approximately 9 miles north. In May 2017, the City approved a police substation to be located in the Sun City section of the City (GP EIR, p. 5.14-6). A new substation has opened in the Sun City section in the City of Menifee, which employs two community services officers (PE and VN). This new substation does not satisfy the staffing need for police protection services at full GP buildout. As the City grows, additional police equipment, facilities, and personnel would be required to provide adequate response times, acceptable public service ratios, and other performance objectives for law enforcement services. The City would provide increased personnel and vehicles needed to service the growing population by development of a Menifee Sheriff's station, or expansion of the Perris Sheriff's Station. (GP EIR, p. 5.14-6).

The City does not provide a deputy-to-population ratio (GP EIR, p. 5.14-5); in its absence, the Project will reference the County of Riverside's ratio as stated in its GP EIR: one sworn officer per 1,000 population; (RCGP EIR, p. 4.17-26). At the current City population of 91,902 as of January 2018 (DOF), the City is in need of 91 sworn officers; the addition of approximately 692 employees from the Project's development (514 from commercial land uses, 46 from industrial, and 132 from business park) would require less than one additional sworn officers. Thus, with the Project, the City will need 92 sworn officers. Since the City has only 33 officers (GP EIR, p. 5.14-6), plus two additional community services officers at the new Sun City substation (PE and VN), the City does not meet the threshold of required officers with or without the Project, and Project impacts are potentially significant.

As stated in the City's GP EIR, "The sheriff's department could continue serving Menifee from the Perris Station if needed; however, the preferred option would be for the City to provide a facility funded by Development Impact Fees" (GP EIR, p. 5.14-6). The Project developer will be

¹⁵ It should be noted that in May 2017, the City approved development of a police substation to be located in the Sun City section of the City. The substation is now operational.

required to pay DIFs to offset the Project-related demand on existing police services, per the MMC 8.02. These fees will ensure that as the proposed Project is developed, adequate police protection will be provided.

In addition, the Project will be designed to minimize safety hazards at the Project site, including appropriate security night lighting. Also, the Project will not result in any unique or more extensive crime problems that cannot be handled with the existing level of police resources. Therefore, through payment of applicable DIFs, the Project will have a less than significant impact and no mitigation measures are required on police services.

THRESHOLD XV.D: Less Than Significant Impact. Schools?

General Plan EIR Summary

The net increase in residential units due to GP buildout would be 30,895. Student generation rates differ between single-family detached, single-family attached, and multifamily residential units; thus, unit type was included in estimating student generation. Student generation by single-family detached units is higher than for the other two unit types. The following assumptions were used in apportioning future residential units between the three unit types.

- All residential units in SP and EDC proposed land use designations are assumed to be single-family detached units, since it is unknown what types of units that would be developed in these designations.
- All proposed units at densities of 0 to 7 units per acre are assumed to be single-family detached units; all units at higher densities are assumed to be either single-family attached or multifamily units.

Thus, it was assumed that 26,885 of the future units would be single-family detached units and the remaining 4,010 units would be single-family attached or multifamily units.

Buildout of the GP would generate a total of approximately 4,419 students, which would attend schools within the Menifee Union School District, the Romoland School District, and/or the Perris Union High School District. However, all new development under the GP would be required to pay developer fees in accordance with State Bill 50 to the relevant school district. Payment of developer fees constitutes full mitigation of impacts of a project on school services. Therefore, impacts related to school services would be less than significant (GP EIR, pp. 5.14-11 – 5.14-13).

Project Impact Discussion

The Menifee Union School District (MUSD) serves Menifee with one preschool, three middle schools, and nine elementary schools as well as plans to build one additional elementary and one additional middle school that would serve students from Menifee. The Perris Union High School District provides public high school education to the City at two traditional high schools as well as alternative and continuation high school options (GP EIR, pp. 5.14-7 – 5.14-8).

State Assembly Bill 2926 (AB 2926) allows school districts to collect impact fees from developers of new residential and commercial/industrial building space and California Senate Bill 50 (SB 50) also establishes a process for determining the amount of fees developers may be charged to mitigate the impact of development on school facilities resulting from increased enrollment.

The proposed Project does not include residential housing and as discussed in *Threshold XIII.A*, above, the Project will not directly or indirectly induce substantial population growth. Because

the Project is consistent with the land uses anticipated in the GP, therefore, the Project will not attract large numbers of new students to the area and incremental impacts will be offset through payment of applicable fees. Project-related impacts to schools will be less than significant and no mitigation measures are required.

THRESHOLD XV.D: Less Than Significant Impact. Parks?

General Plan EIR Summary

Refer to the GP EIR Summary section under *Threshold XV.A and XV.B.*

Project Impact Discussion

The City provides over 600 acres of parks and recreation uses. Menifee's active parks offer an array of facilities, including playgrounds, sports courts, as well as barbeque facilities with picnic benches and Menifee's passive parks primarily provide space for outdoor activities. Valley-Wide Recreation and Parks District administers Menifee's parks east of I-215; the City administers the parks west of I-215. Development pursuant to the GP would result in the construction of new or expansion of existing recreational facilities in the City to serve the City's expanding population. As discussed in *Threshold XIII.A*, above, the Project will not directly or indirectly induce substantial population growth. Incremental indirect impacts to park facilities will be offset through payment of applicable DIFs that are administered through the Planning Division. However, upon implementation of regulatory requirements and standard conditions of approval, impacts to parks from GP buildout would be less than significant (GP EIR, p. 5.15-7). Since the proposed Project is consistent with the City's GP, impacts to parks will be less than significant and no mitigation measures are required.

THRESHOLD XV.E: Less Than Significant Impact. Other public facilities?

General Plan EIR Summary

Buildout of the GP would result in an increase in demand for library services in the City. At GP buildout the City would have a population of 158,942. Net increases of about 48,000 SF of library space, 162,486 items, and 24 full-time-equivalent staff would be needed to adequately serve the population at GP buildout. However, additional City and County tax revenues generated from new dwelling units and businesses in the City would contribute toward the financing of additional library space and services in the City. Implementation of policies and implementation measures in the proposed GP would ensure that the City and the County's Library System provide library services that meet local needs. Residents of the City also have access to the entirety of the County's library system and its materials. Buildout of the GP is not anticipated to have a significant impact on library services (GP EIR, p. 5.14-15).

Project Impact Discussion

The Riverside County Library System operates three branches which serve the residents of the City: Sun City Library, Paloma Valley Library, and Romoland Library. The existing facilities and collections are not adequate to serve the current population in Menifee; however, no new or expanded library facilities are currently planned in the City (GP EIR, p. 5.14-14).

The proposed Project will primarily serve existing residents of the City and is not anticipated to significantly increase demand on libraries serving the City. Nonetheless, part of the funds raised through DIFs leveed per the MMC 8.02 are used to construct library facilities, including land

acquisition. Therefore, payment of applicable fees will ensure that Project impacts to library facilities are less than significant and no mitigation measures are required.

Conditions of Approval

- Payment of applicable City Development Impact Fees (DIFs) per the City's Municipal Code (see City Municipal Code section 8.02).

Mitigation Measures

None

XVI. RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: GP EIR

Applicable General Plan Policies

- Goal OSC-1: A comprehensive system of high quality parks and recreation programs that meets the diverse needs of the community.
 - Policy OSC-1.1: Provide parks and recreational programs to meet the varied needs of community residents, including children, youth, adults, seniors, and persons with disabilities, and make these facilities and services easily accessible and affordable to all users.

Analysis of Project Effect and Determination of Significance

THRESHOLD XVI.A: Less Than Significant Impact. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

General Plan EIR Summary

GP buildout would result in an increase of the City's population by 81,423 more than the 2010 Census count to a total of 158,942. Future growth in the City in accordance with buildout of the GP would increase the demand for parks and increase existing park usage.

The Quimby Act, California Government Code Section 66477, requires the dedication of land and/or fees for park and recreational purposes as a condition of approval of a tentative map or parcel map. The Quimby Act establishes procedures that can be used by local jurisdictions to provide neighborhood and community parks and recreational facilities and services for new residential subdivisions. New developments in City involving a tentative map or parcel map would pay fees, dedicate land, or both, to the City for park and recreation purposes in accord with the Quimby Act.

The City has a standard of five acres of parkland per 1,000 persons, and the Valley-Wide Recreation and Parks District has a standard of five acres of parkland per 1,000 persons. GP buildout would create demand for 407 acres of new parkland at a ratio of five acres of parkland per 1,000 residents. The proposed GP designates 725 acres for parks. As a result, under the GP, development of park facilities keep pace with the anticipated increase in population, and no significant impacts would occur (GP EIR, p. 5.15-6).

Project Impact Discussion

Residential land uses would have the greatest impact on use of existing neighborhood and regional parks or other recreational facilities if they were to increase the population in close proximity to these recreational resources. However, the Project proposes to operate as a potential multi-use commercial and industrial site that does not include residential uses and will not directly increase use of recreational facilities. Although the proposed Project may indirectly affect recreational facilities by creating new jobs and attracting new consumers to the area, it is anticipated that the majority of site workers and patrons would be individuals already residing in the Project vicinity as discussed in *Threshold XIII.A*, above.

Incremental indirect impacts to park facilities will be offset through payment of applicable DIFs that are administered through the Planning Division (GP EIR, p. 5.15-6). Therefore, any increase in use of existing neighborhood and regional parks or other recreational facilities as a result of the proposed Project will be incremental and indirect, will result in less than significant impact, and no mitigation measures are required for physical deterioration of park facilities.

THRESHOLD XVI.B: Less Than Significant Impact. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

General Plan EIR Summary

The GP guides growth and development within the City and is not a development project, therefore it does not include or require the construction of recreational facilities that would result in any environmental impacts. However, development pursuant to the GP would result in the construction of new or expansion of existing recreational facilities in the City. Development and operation of new recreational facilities may have an adverse physical effect on the environment, including impacts relating to air quality, biological resources, lighting, noise, and traffic. It is speculative to determine the location of proposed park facilities in the City and impacts arising from development of individual park projects. Goals, policies, and actions in the GP, along with existing federal, state, and local regulations, would mitigate potential adverse impacts to the environment that may result from the expansion of parks, recreational facilities, and trails pursuant to buildout of the GP's Land Use Plan. Furthermore, subsequent environmental review would be required for development of park projects under the GP's Land Use Plan. Consequently, the GP would not result in significant impacts relating to new or expanded recreational facilities (GP EIR, pp. 5.15-6 – 5.15-7).

Project Impact Discussion

Residential land uses, which directly bring new residents to any given area, would have the greatest impact on use of existing recreational facilities and would be the most likely to necessitate construction or expansion of recreational facilities. Although the proposed Project does not involve construction of multi-modal roadways, the Project will not interfere with the City's planned Menifee Bikeway and Community Pedestrian Network, which includes a community off-road NEV/bike trail (Class I) adjacent to Haun Road along the Project frontage as well as a subregional route/on-street bike lane (Class II) along Holland Road and connecting to the Project site (GP EIR, Figure 5.16-8). As discussed in *Threshold XIII.A*, it is anticipated that the Project site would not attract a significant number of new residents to the area. Additionally, the proposed Project is consistent with the planned land use in the City's GP and the Project developer will be required to pay applicable DIFs. Payment of applicable fees will offset any incremental, indirect impacts that the Project may cause; therefore, impacts to recreational facilities will be less than significant and no mitigation measures are required; the Project will not require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Conditions of Approval

Incremental indirect impacts to park facilities will be offset through payment of applicable development impact fees that are administered through the Planning Division of the City of Menifee.

Mitigation Measures

None

XVII. TRANSPORTATION

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
D. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: GP EIR, RCTC CMP, WEBB-E

Applicable General Plan Policies

- Goal C-1: A roadway network that meets the circulation needs of all residents, employees, and visitors to the City of Menifee.
 - Policy C-1.1: Require roadways to:
 - Comply with federal, state and local design and safety standards.
 - Meet the needs of multiple transportation modes and users.
 - Be compatible with the streetscape and surrounding land uses.
 - Be maintained in accordance with best practices.
 - Policy C-1.2: Require development to mitigate its traffic impacts and achieve a peak hour Level of Service (LOS) D or better at intersections, except at constrained intersections at close proximity to the I-215 where LOS E may be permitted.
 - Policy C-1.5: Minimize idling times and vehicle miles traveled to conserve resources, protect air quality, and limit greenhouse gas emissions.
- Goal C-2: A bikeway and community pedestrian network that facilitates and encourages nonmotorized travel throughout the City of Menifee.
 - Policy C-2.1: Require on- and off-street pathways to:
 - Comply with federal, state and local design and safety standards.
 - Meet the needs of multiple types of users (families, commuters, recreational beginners, exercise experts) and meet ADA standards and guidelines.
 - Be compatible with the streetscape and surrounding land uses.
 - Be maintained in accordance with best practices.
 - Policy C-2.2: Provide off-street multipurpose trails and on-street bike lanes as our primary paths of citywide travel and explore the shared use of low speed roadways for connectivity wherever it is safe to do so.
 - Policy C-2.3: Require walkways that promote safe and convenient travel between residential areas, businesses, schools, parks, recreation areas, transit facilities, and other key destination points.
 - Policy C-2.4: Explore opportunities to expand the pedestrian and bicycle networks; this includes consideration of utility easements, drainage corridors, road rights-of-way and other potential options.
- Goal C-3: A public transit system that is a viable alternative to automobile travel and meets basic transportation needs of the transit dependent.
 - Policy C-3.2: Require new development to provide transit facilities, such as bus shelters, transit bays, and turnouts, as necessary.
- Goal C-4: Diversified local transportation options that include neighborhood electric vehicles and golf carts.
 - Policy C-4.1: Encourage the use of neighborhood electric vehicles and golf carts instead of automobiles for local trips.
- Goal C-5: An efficient flow of goods through the City that maximizes economic benefits and minimizes negative impacts.
 - Policy C-5.3: Support efforts to reduce/eliminate the negative environmental impacts of goods movement.

Analysis of Project Effect and Determination of Significance

THRESHOLD XVII.A: Less Than Significant with Mitigation Incorporated. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

General Plan EIR Summary

The Circulation Element of the GP would introduce and implement various strategies and approaches to accommodate, improve, enhance, and maintain multiple modes of travel throughout the City. The Circulation Element accounts for the implementation and enhancements of several travel modes including automobile, walking, bicycling, transit, and the use of NEVs/golf carts. The GP identifies the layered transportation networks, discusses their respective roles in personal mobility, and provides a framework for a cohesive and comprehensive transportation system. Various modal layers, including a Bicycle and Pedestrian Network, Transit Network, and potential NEV/golf cart routes, provide the framework for the Circulation Element. Environmental impact considerations, personal preference, and economic situations all drive the need to accommodate “layered” networks. The GP would not conflict with policies, plans and programs for alternative transportation, and no impacts would occur in relation to them (GP EIR, pp. 5.16-50 – 5.16-59).

All freeways and selected arterial roadways in the County are designated elements of the Congestion Management Program (RCTC CMP) system of highways and roadways. There are two RCTC CMP system roadways in the City, I-215 and SR-74. Traffic impacts to these two roadways that would result from GP buildout were analyzed in response to Checklist Question 16a. The Riverside County Transportation Commission (RCTC) has adopted a minimum level of service threshold of LOS “E” for RCTC CMP facilities.

All segments on SR-74 currently operate and would continue to operate at acceptable LOS E or better. However, three of the study area freeway mainline segments on the I-215 (from McCall Boulevard to south of Scott Road) currently operate and would continue to operate at LOS F at 2035 and Post-2035 conditions. Buildout of the proposed Land Use Plan would result in additional traffic volume that would significantly cumulatively contribute to mainline freeway segment impacts. According to the RCTC CMP plan, when a deficiency is identified, a deficiency plan must be prepared by the local agency (in this case Caltrans). Other agencies identified as contributors to the deficiency, which include the City and the County, are also required to coordinate with the development of the plan. The plan must contain mitigation measures, including consideration of Transportation Demand Management strategies and transit alternatives, and a schedule for mitigating deficiency. Without specific policies requiring the City to contribute to the deficiency plan, this would be a significant impact. However, implementation of Mitigation Measures 16-3 identified in the GP would reduce impacts but not to a less than significant level. The impacts would remain significant and unavoidable. (GP EIR, p. 5.16-49).

Buildout of the proposed Land Use Plan is projected to accommodate approximately 63,754 dwelling units and 158,948 people (approximately 80 percent increase in population over existing conditions). The buildout scenarios may potentially increase employment by more than 80,000 jobs (a fivefold increase over existing conditions), greatly improving the jobs/housing balance within the City.

GP buildout would result in significant level of service (LOS) impacts at the following intersections:

- Bradley Road at McCall Boulevard
- Haun Road at Newport Road
- Menifee Road at SR-74 (Pinacate Road)
- Menifee Road at McCall Boulevard

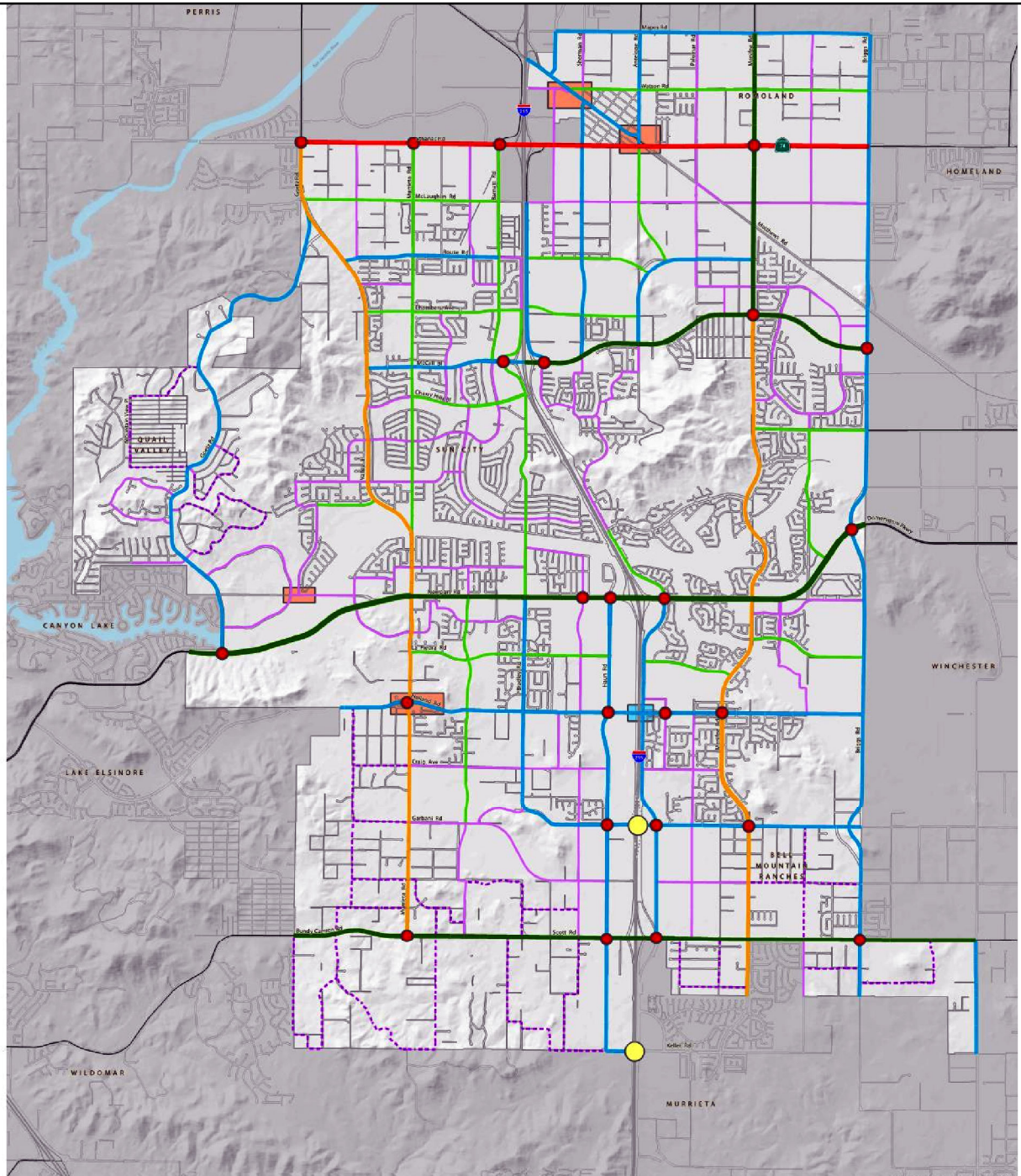
However, with implementation of Mitigation Measure 16-1 and 16-2, impacts related to intersection LOS would be less than significant (GP EIR, pp. 5.16-29 – 5.16-49).

Project Impact Discussion

Public transit, bicycles, or pedestrian facilities. For the purpose of addressing the potential for the Project to conflict with a program plan, ordinance or policy addressing public transit, bicycles, or pedestrian facilities, the City's Circulation Element of the GP provides for various strategies and approaches to accommodate, improve, enhance, and maintain multiple modes of travel throughout the City. Mode choice is influenced by sidewalk connectivity and proximity of buildings, bike accommodations, transit stop density and service characteristics, and availability of interconnected low speed routes. Although the proposed Project does not involve construction of multi-modal roadways, the Project will contribute to the walkability and bikeability of the Project site vicinity by providing a variety of businesses in proximity to existing residences. Additionally, the Project will not interfere with the City's planned Menifee Bikeway and Community Pedestrian Network, which includes a community off-road NEV/bike trail (Class I) adjacent to Haun Road along the Project frontage as well as a subregional route/on-street bike lane (Class II) along Holland Road and connecting to the Project site (GP EIR, Figure 5.16-8). A Traffic Impact Analysis dated May 2020 has been prepared by Albert A. Webb Associates. (WEBB-E). The Project area is served by Riverside Transit Agency (RTA) route 40 (Lake Elsinore to Sun City), route 61 (South Perris Metrolink Station, Sun City – Menifee – Murrieta – Temecula), and route 71 (San Jacinto – Hemet – Sun City – Perris). The nearest bus stop is located on Newport Road at Town Center Drive and Bradley Road at La Piedra Road. A future bus stop is planned on the southwest corner of Haun Road and La Piedra Road (WEBB-E, p. 3-11). In addition, a design feature of this Project is to provide a bus turnout along the Haun Road frontage at Parcel 1, the southwest area of the site. Further, the RTA provides Dial-A-Ride services for seniors within the City. Therefore, the Project will have a less than significant impact and no mitigation measures are required on adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, and will not significantly decrease the performance or safety of such facilities.

Circulation system. For the purpose of addressing the potential for the Project to conflict with a program plan, ordinance or policy addressing the circulation system, a conflict with an established measure of effectiveness related to circulation will be considered "substantial" if the proposed Project contributes, either individually or cumulatively, to an exceedance of level of service (LOS) established by the City. The City GP vehicular circulation system is shown in **Figure 17 – City of Menifee General Plan Circulation Element**.

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Source: Urban Crossroads, 2012

- | | | |
|------------------------------------|--|--|
| Expressway (6 to 8 Lanes, Divided) | Mountain Arterial (4 Lanes, Undivided) | Future Freeway Interchange |
| Urban Arterial (6 Lanes, Divided) | Secondary (4 Lanes, Undivided) | Connectivity Analysis Zone - |
| Arterial (4 Lanes, Divided) | Collector / Interconnected Local (2 Lanes) | Roadway alignments, intersection |
| Major (4 Lanes, Divided) | Rural Collector / Interconnected Local (2 Lanes) | geometrics and traffic control features |
| | | subject to additional assessment |
| | | Future Freeway Overcrossing |
| | | Enhanced Intersection - |
| | | Additional lanes / Right-of-Way required |
| | | within 600 feet of the intersection |

Source: The Planning Center/City of Menifee General Plan, 2013

Figure 17 - City of Menifee General Plan Circulation Element

Haun and Holland Mixed Use Center

ALBERT A.
WEBB
ASSOCIATES

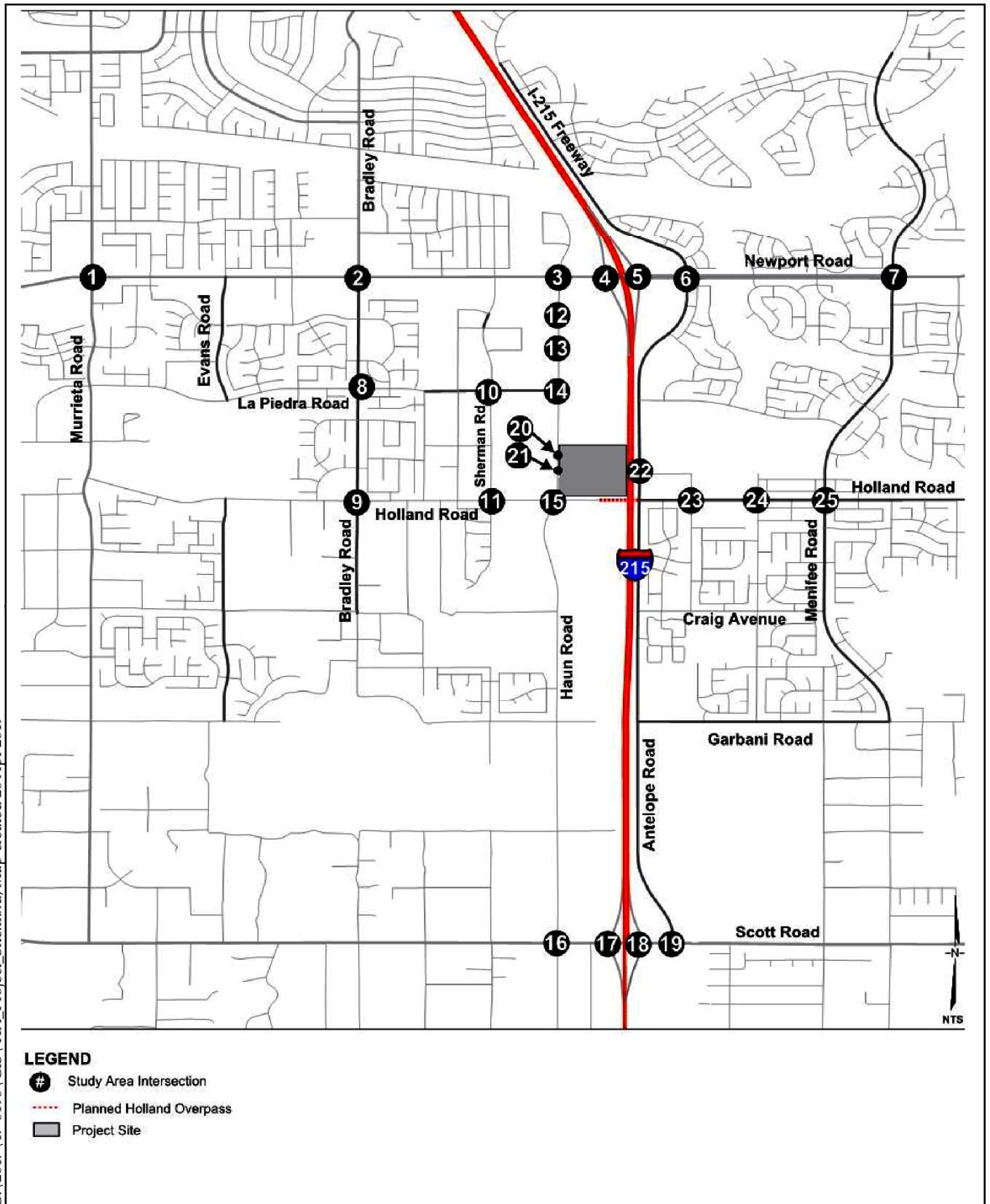
STUDY AREA

Intersections. The study area includes the following intersections, whose locations are shown on **Figure 18 – Study Area Intersections** (WEBB-E, p. 3-2):

1. Murrieta Road (NS) / Newport Road (EW)
2. Bradley Road (NS) / Newport Road (EW)
3. Haun Road (NS) / Newport Road (EW)
4. I-215 SB Ramps (NS) / Newport Road (EW)
5. I-215 NB Ramps (NS) / Newport Road (EW)
6. Antelope Road (NS) / Newport Road (EW)
7. Meniffee Road (NS) / Newport Road (EW)
8. Bradley Road (NS) / La Piedra Road (EW)
9. Bradley Road (NS) / Holland Road (EW)
10. Sherman Road (NS) / La Piedra Road (EW)
11. Sherman Road (NS) / Holland Road (EW)
12. Haun Road (NS) / Village-Market Drive (EW)
13. Haun Road (NS) / Countryside Market Place (EW)
14. Haun Road (NS) / La Piedra Road (EW)
15. Haun Road (NS) / Holland Road (EW)
16. Haun Road (NS) / Scott Road (EW)
17. I-215 SB Ramps / Scott Road (EW)
18. I-215 NB Ramps / Scott Road (EW)
19. Antelope Road (NS) / Scott Road (EW)
20. Haun Road (NS) / Driveway 1 (RIRO)
21. Haun Road (NS) / Driveway 2 (Proposed Signal)
22. Antelope Road (NS) / Albion Lane (EW)¹⁶
23. Holland Road (NS) / Hanover Lane (EW)¹⁶
24. Holland Road (NS) / Palomar Road (EW)¹⁶
25. Holland Road (NS) / Meniffee Road (EW)¹⁶

¹⁶ Future intersection are only analyzed in scenarios that have considered the Holland Overpass.

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Source: Revised Traffic Impact Analysis, Oct. 2018, Webb Assoc.

Figure 18 - Study Area Intersections
Haun and Holland Mixed Use Center

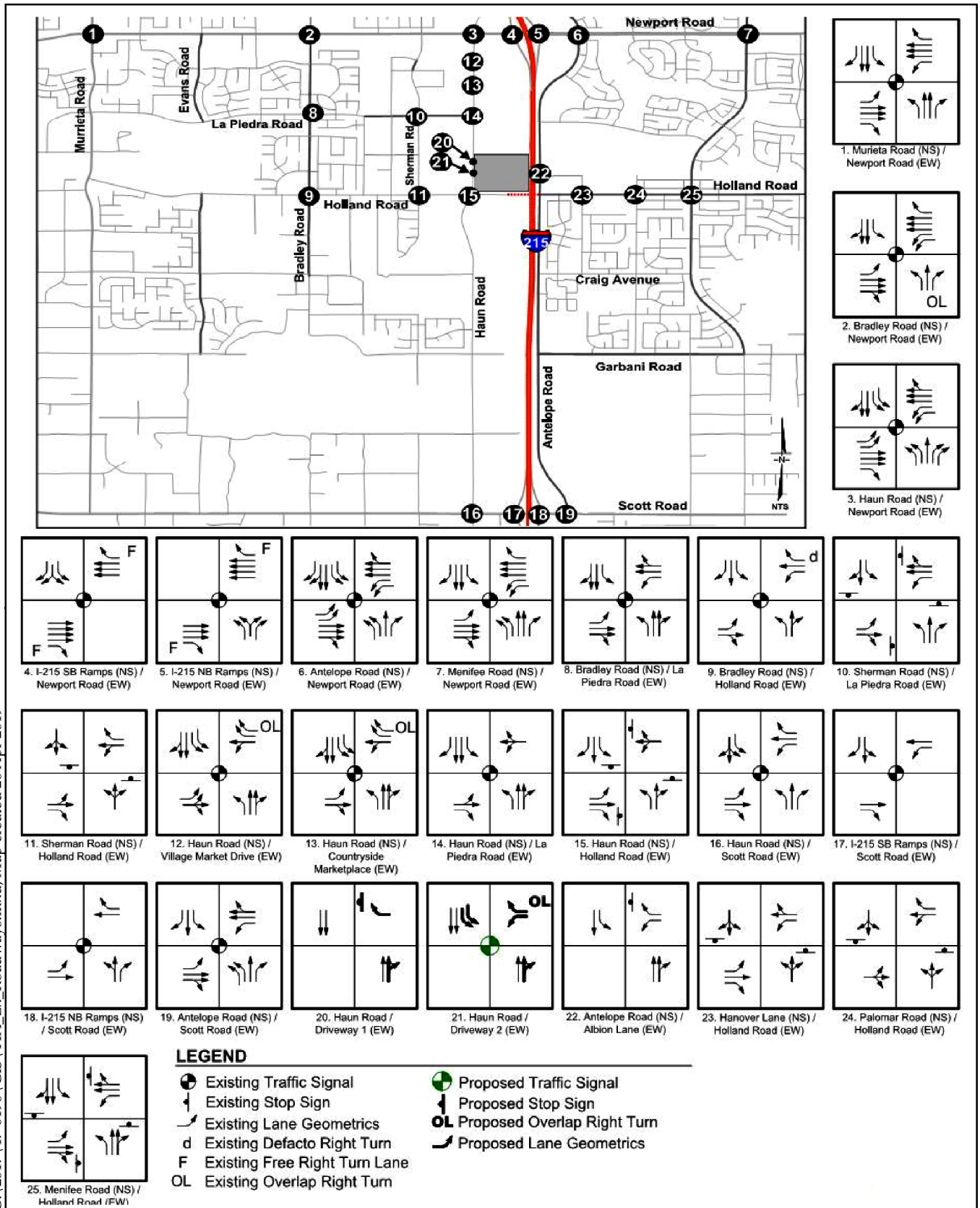
Roadway Segments. The study area includes the roadway segments identified below. **Figure 19 – Study Area Roadway System**, identifies the existing intersection traffic controls (i.e. signals and signage), intersection geometrics, and the number of through traffic lanes within the study area. (WEBB-E, pp. 3-2 – 3-3):

1. Bradley Road from Park Avenue to Newport Road
2. Bradley Road from Newport Road to La Piedra Road
3. Bradley Road from La Piedra Road to Holland Road
4. Haun Road from Newport Road to La Piedra Road
5. Haun Road from La Piedra Road to Holland Road
6. Haun Road from Holland Road to Scott Road
7. Newport Road from Murrieta Road to Bradley Road
8. Newport Road from Bradley Road to Haun Road
9. Newport Road from Haun Road to I-215 Southbound Ramps
10. Newport Road from I-215 Northbound Ramps to Antelope Road
11. Newport Road from Antelope Road to Meniffee Road
12. La Piedra Road from Sherman Road to Haun Road
13. Scott Road from Haun Road to I-215 Southbound Ramps
14. Scott Road from I-215 Northbound Ramps to Antelope Road
15. Holland Road from Bradley to Sherman Road
16. Holland Road from Sherman Road to Haun Road
17. Holland Road from Haun Road to Hanover Lane¹⁷
18. Holland Road from Hanover Lane to Palomar Road¹⁷
19. Holland Road from Palomar Road to Meniffee

Existing Traffic Volumes. The existing AM peak period and PM peak period intersection turning movement counts were conducted by Counts Unlimited, Inc. on August 29, 2017. Average daily traffic (ADT) counts were collected on March 13, 2018 (roadway segments 3, 4, 5, 6, 10, 12, 15, 16, 18, and 19). In addition, the City provided counts that were collected on November 16, 2016 (roadway segments 1, 2, 4, 7, and 11), January 26, 2017 (roadway segments 8 and 9), February 9, 2017 (roadway segment 14) and February 16, 2017 (roadway segment 13). The traffic count data has been provided in Appendix C of WEBB-E. The AM and PM peak hour intersection turning movement volumes are presented in **Figure 20 – Existing (2017) AM Peak Hour Intersection Volumes** and **Figure 21 – Existing (2017) PM Peak Hour Intersection Volumes**, respectively (WEBB-E, p. 3-3).

¹⁷ Future roadway segments are only analyzed in scenarios that have considered the Holland Overpass.

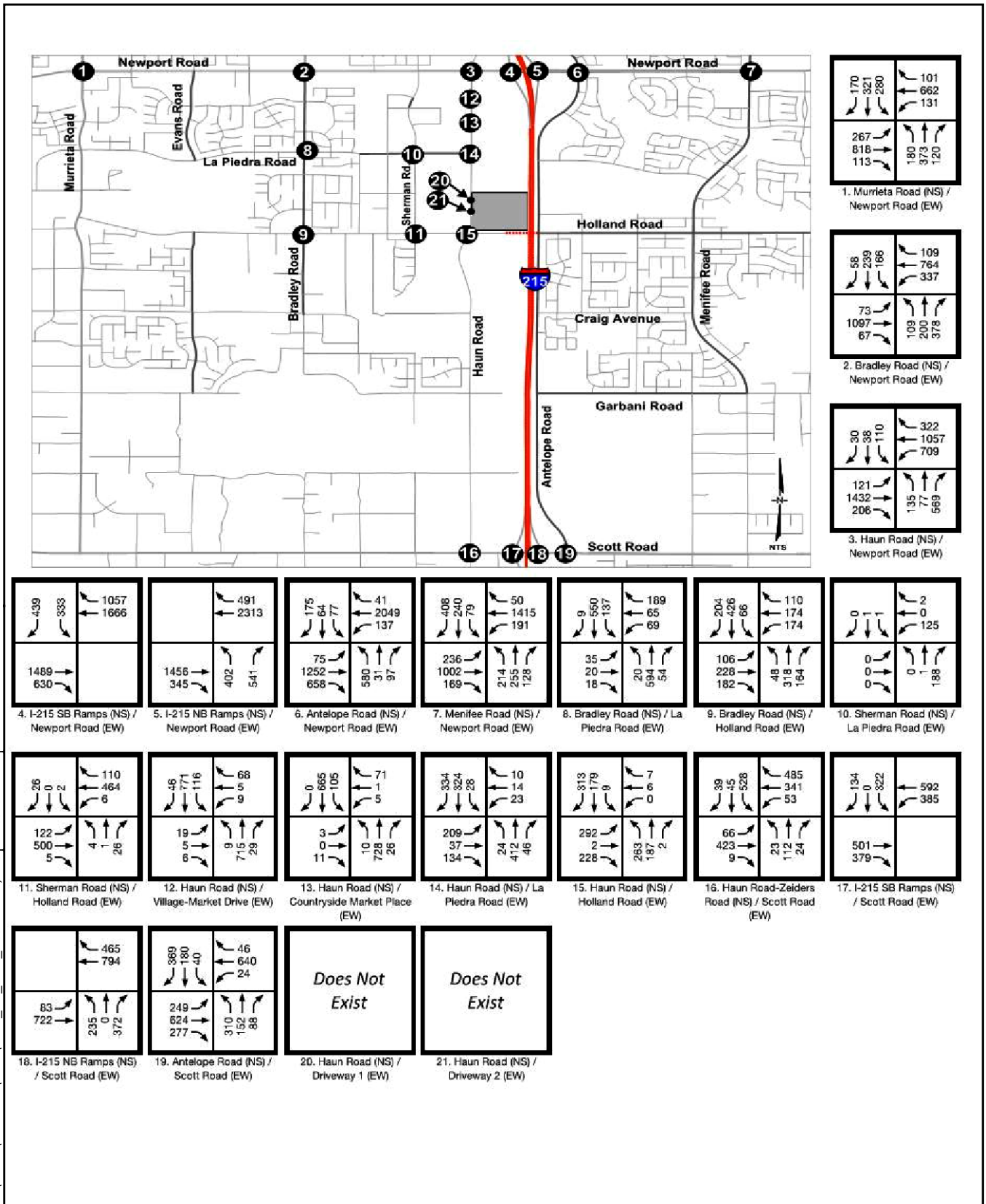
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Source: Revised Traffic Impact Analysis, Oct. 2018, Webb Assoc.

Figure 19 - Study Area Roadway System
Haun and Holland Mixed Use Center

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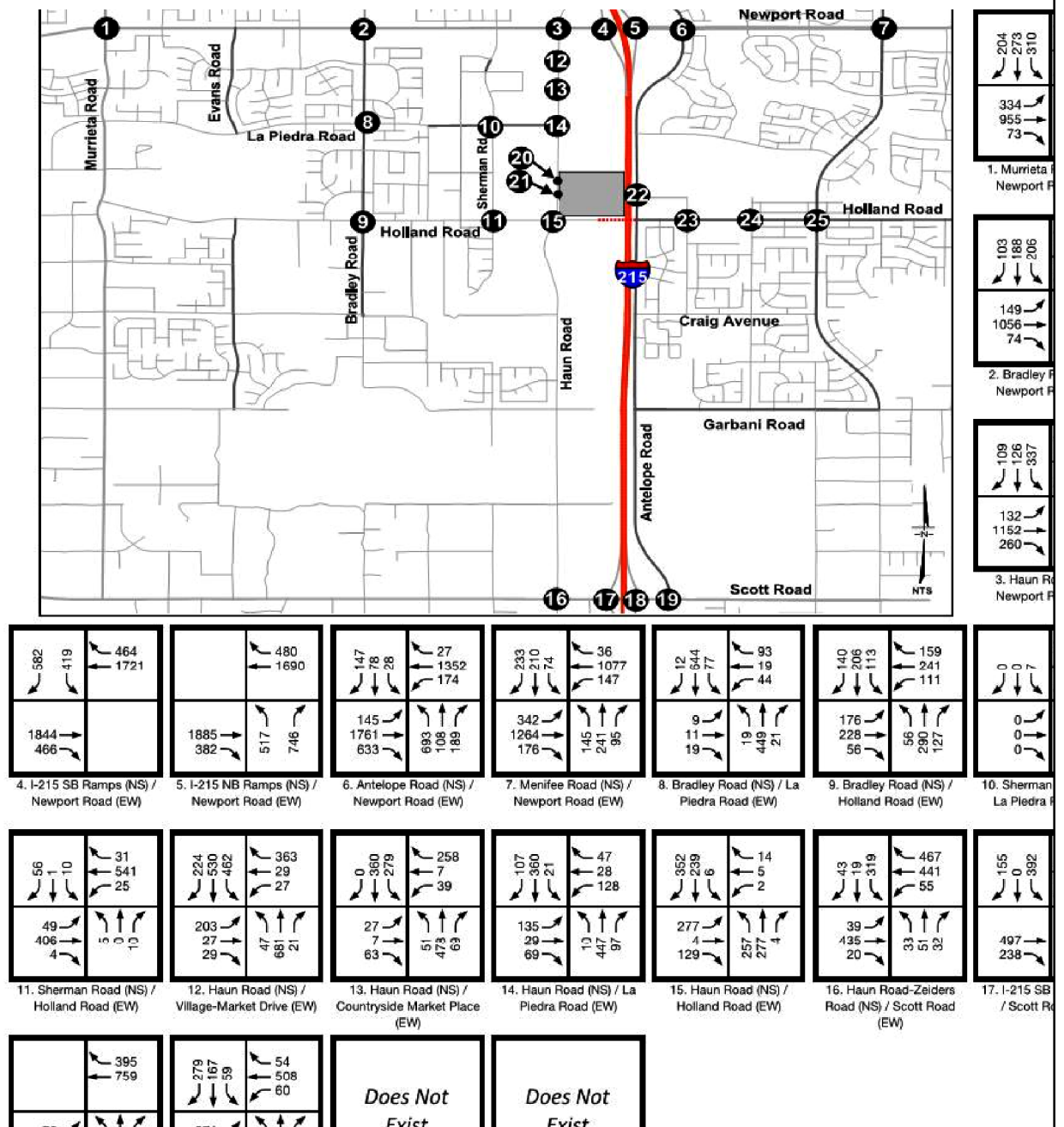


Source: Revised Traffic Impact Analysis, Oct. 2018, Webb Assoc.

Figure 20 - Existing (2017) AM Peak Intersection Volumes

Haun and Holland Mixed Use Center

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Source: Revised Traffic Impact Analysis, Oct. 2018, Webb Assoc.

Figure 21 - Existing (2017) PM Peak Intersection Volumes

Haun and Holland Mixed Use Center

METHODOLOGY

Level of Service. The City requires that the Transportation Research Board Highway Capacity Manual 2010 (HCM 2010) be used to analyze Level of Service (LOS). Quality of service describes how well a transportation facility or service operates from the traveler's perspective. Level of service (LOS) is a quantitative stratification of a performance measure or measures that represent the quality of service. LOS is measured on a familiar A to F scale where LOS A represents the best conditions from a traveler's perspective and LOS F the worst.

Intersections – Acceptable LOS. HCM 2010 evaluates the LOS of intersections based upon the control delay per vehicle. Control delay is defined as the delay associated with vehicles slowing in advance of an intersection, the time spent stopped on an intersection approach, the time spent as vehicles move up in the queue, and the time needed for vehicles to accelerate to their desired speed. The methodology used to evaluate the intersection level of service differs on whether the intersection is signalized or unsignalized. Levels of service at signalized and unsignalized intersections have been evaluated using PTV Vistro 5.00, which is based on HCM 2010 methodologies. (WEBB-E, p. 3-7).

Signalized Intersections. Signalized intersections have been evaluated using the Operational Method as described in Chapter 18 of the HCM 2010. According to this methodology, the level of service for signalized intersections is based upon the weighted average control delay, in seconds per vehicle, of all vehicles passing through the intersection. **Table T – LOS for Signalized Intersections** shows the criteria used to determine the level of service for signalized intersections (WEBB-E, p. 3-7)

Table T – LOS for Signalized Intersections		
LOS	Control Delay (sec/vehicle)	Description
A	≤ 10	Minimal delay and primarily free-flow operation. Most vehicles do not stop because they arrive during the green indication or only stop for a brief amount of time as the signal changes.
B	> 10 - 20	Short delay and reasonably unimpeded operation. Many vehicles do not stop because they arrive during the green indication or only stop for a short amount of time as the signal changes. More vehicles stop than with LOS A.
C	> 20 - 35	Moderate delay and stable operation. Individual cycle failures (i.e. when queued vehicles do not clear the signal during the next green indication) may begin to appear. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping
D	> 35 - 55	Less stable operation in which small increases in vehicles may cause substantial increases in delay. Many vehicles stop and individual cycle failures are noticeable.
E	> 55 - 80	Significant delay and unstable operation. Most vehicles stop and individual cycle failures are frequent.
F	> 80	Considerable delay and extensive queuing. Almost all vehicles stop and most cycles fail to clear the queue.
Source: WEBB-E, Table 3-1		

Unsignalized Intersections. Unsignalized intersections have been evaluated using Chapters 19-20 of the HCM 2010. According to this methodology, the level of service for all-way stop intersections is based upon the weighted average control delay, in seconds per vehicle, of all vehicles passing through the intersection. For two-way stop-controlled intersections, the level of service is based on the highest control delay of all controlled movements for the intersection.

Table U – LOS for Unsignalized Intersections shows the criteria used to determine the level of service for unsignalized intersections (WEBB-E, pp. 3-7 – 3-8).

Table U – LOS for Unsignalized Intersections		
LOS	Control Delay (sec/vehicle)	Description
A	≤ 10	Minimal delay. Usually no conflicting traffic.
B	> 10 - 15	Short delay. Occasionally some conflicting traffic.
C	> 15 - 25	Noticeable delay, but not inconveniencing. Usually some conflicting traffic.
D	> 25 - 35	Noticeable delay and irritating. A significant amount of conflicting traffic. Increased likelihood of risk taking.
E	> 35 - 50	Significant delay approaching tolerance level. Lots of conflicting traffic, but with some gaps of suitable size. Risk taking behavior likely.
F	> 50	Considerable delay exceeding tolerance level. Lots of conflicting traffic, with not enough gaps of suitable size. High likelihood of risk taking.
Source: WEBB-E, Table 3-2		

As the project lies within the jurisdiction of the City of Menifee and Caltrans, acceptable LOS for study area intersections is discussed for each jurisdiction below.

City of Menifee. According to the City GP, Policy C-1.2:

- *Require development to mitigate its traffic impacts and achieve a peak hour Level of Service (LOS) D or better at intersections, except at constrained intersections at close proximity to the I-215 where LOS E may be permitted.*

Per discussions with City staff and to be consistent with the City's GP Policy C-1.2, LOS "E" has been considered acceptable for the following study area intersections as they are considered "constrained intersections" due to their proximity to the I-215 freeway:

3. Haun Road (NS) / Newport Road (EW)
6. Antelope Road (NS) / Newport Road (EW)
16. Haun Road (NS) / Scott Road (EW)
19. Antelope Road (NS) / Scott Road (EW)

All other study area intersections would be required to meet acceptable LOS D or better in accordance with the City's guidelines and GP goals.

Caltrans. Region-wide goal for acceptable LOS on all Caltrans facilities is D. The acceptable LOS for Caltrans facilities is based on the Caltrans' Guide for the Preparation of Traffic Impact Studies Section II (WEBB-E, p. 3-8):

- *Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities, however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consults with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating at less than the appropriate target LOS, the existing measures of effectiveness (MOE) should be maintained.*

Roadway Segment – Acceptable LOS. Roadway segments are evaluated based on a roadway daily volume and its capacity. Roadway segment analysis compares the daily volume with the capacity to arrive at a volume to capacity ratio (v/c). The Project's Traffic Impact Analysis follows the "v/c" ratio stipulated by the City's Traffic Impact Analysis roadway segment thresholds, shown in **Table V – LOS for Roadway Segments**. The target LOS for roadway segments will be considered "D" for consistency with the City's Traffic Impact Analysis guidelines (WEBB-E, pp. 3-8 – 3-9).

Table V – LOS for Roadway Segments						
Roadway Classification	Number of Through Lanes	Two-Way Traffic Volume (ADT)				
		Service Level A	Service Level B	Service Level C	Service Level D	Service Level E
Collector	2	7,300	8,800	10,400	11,700	13,000
Secondary	2	7,300	8,700	10,350	11,650	12,900
Arterial	2	10,500	12,500	14,800	16,700	18,500
Major	2	9,500	11,500	13,650	15,350	17,050
Urban Arterial	2	10,500	12,600	15,000	16,870	18,770
Major	3	14,500	17,300	20,500	23,000	25,500
Secondary	4	14,500	17,500	20,700	23,300	25,900
Major	4	19,000	23,000	27,300	30,700	34,100
Arterial	4	21,000	25,000	29,600	33,400	37,000
Urban Arterial	4	21,200	25,300	30,000	33,730	37,530
Urban Arterial	6	31,500	37,900	45,000	50,600	56,300
Urban Arterial	8	48,700	58,500	69,000	78,000	87,000
Source: WEBB-E, Table 3-3						

EXISTING CONDITIONS

Intersections. The LOS for existing (2017) intersection conditions are reflected in **Table W – Intersection LOS – Existing Conditions (2017)**.

Table W – Intersection LOS – Existing Conditions (2017)						
Intersection	Jurisdiction	LOS Standard	Peak Hour	Traffic Control	Delay (sec)	LOS
1. Murrieta Road (NS) / Newport Road (EW)	City of Meniffee	D	AM	Signal	37.6	D
			PM		38.3	D
2. Bradley Road (NS) / Newport Road (EW)	City of Meniffee	D	AM	Signal	31.4	C
			PM		32.4	C
3. Haun Road (NS) / Newport Road (EW)	City of Meniffee	E	AM	Signal	43.0	D
			PM		39.2	D
4. I-215 SB Ramps (NS) / Newport Road (EW)	Caltrans	D	AM	Signal	12.9	B
			PM		17.1	B
5. I-215 NB Ramps (NS) / Newport Road (EW)	Caltrans	D	AM	Signal	16.4	B
			PM		20.1	C
6. Antelope Road (NS) / Newport Road (EW)	City of Meniffee	E	AM	Signal	34.4	C
			PM		41.2	D
7. Meniffee Road (NS) / Newport Road (EW)	City of Meniffee	D	AM	Signal	40.4	D
			PM		29.1	C
8. Bradley Road (NS) / La Piedra Road (EW)	City of Meniffee	D	AM	Signal	25.2	C
			PM		12.9	B
9. Bradley Road (NS) / Holland Road (EW)	City of Meniffee	D	AM	Signal	43.4	D
			PM		31.0	C
10. Town Center-Sherman Road (NS) / La Piedra Road (EW)	City of Meniffee	D	AM	AWSC	10.0	B
			PM		8.3	A
11. Sherman Road (NS) / Holland Road (EW)	City of Meniffee	D	AM	TWSC	57.6	F
			PM		32.4	D
12. Haun Road (NS) / Village-Market Drive (EW)	City of Meniffee	D	AM	Signal	13.6	B
			PM		19.5	B
13. Haun Road (NS) / Countryside Market Place (EW)	City of Meniffee	D	AM	Signal	8.8	A
			PM		25.5	C
14. Haun Road (NS) / La Piedra Road (EW)	City of Meniffee	D	AM	Signal	19.8	B
			PM		18.3	B
15. Haun Road (NS) / Holland Road (EW)	City of Meniffee	D	AM	AWSC	29.1	D
			PM		25.5	D
16. Haun-Zeiders Road (NS) / Scott Road (EW)	City of Meniffee	E	AM	Signal	36.3	D
			PM		23.9	C
17. I-215 SB Ramps (NS) / Scott Road (EW)	Caltrans	D	AM	Signal	30.6	C
			PM		27.7	C
18. I-215 NB Ramps (NS) /	Caltrans	D	AM	Signal	27.6	C

Table W – Intersection LOS – Existing Conditions (2017)						
Intersection	Jurisdiction	LOS Standard	Peak Hour	Traffic Control	Delay (sec)	LOS
Scott Road (EW)			PM		40.0	D
19. Antelope Road (NS) / Scott Road (EW)	City of Menifee	E	AM	Signal	37.5	D
			PM		34.7	C
20. Haun Road (NS) / Driveway 1 (EW)	City of Menifee	D	AM	Does Not Exist		
			PM			
21. Haun Road (NS) / Driveway 2 (EW)	City of Menifee	D	AM	Does Not Exist		
			PM			
Source: WEBB-E, Table 3-4						
TWSC = Two Way Stop Controlled; AWSC = All Way Stop Controlled; bold text = Exceeds LOS Standard						

All intersections operate at an acceptable LOS under existing conditions with the exception of the following due to school traffic generated by Paloma Valley High School and Santa Rosa Academy under the AM peak hour period (WEBB-E, pp. 3-9 – 3.11):

11. Sherman Road / Holland Road

Roadway Segments. The LOS for existing (2017) roadway segment conditions are reflected in **Table X – Roadway Segments LOS – Existing Conditions (2017)**.

Table X – Roadway Segments Levels of Service – Existing Conditions (2017)						
		Existing Without Project				
Roadway Segment ¹	Roadway Classification	Lns ²	Roadway Capacity	Total ADT	V/C ³	LOS
Bradley Road						
1. Park Avenue to Newport Road	Secondary	2	12,950	14,980	1.16	F
2. Newport Road to La Piedra Road	Major	4	34,100	12,390	0.36	A
3. La Piedra Road to Holland Road	Major	4	34,100	8,470	0.25	A
Haun Road						
4. Newport Road to La Piedra Road	Major	4	34,100	22,820	0.67	B
5. La Piedra Road to Holland Road	Major	3	25,575	12,140	0.47	A
6. Holland Road to Scott Road	Major	2	17,050	10,860	0.64	B
Newport Road						
7. Murrieta Road to Bradley Road	Urban Arterial	6	56,300	34,450	0.61	B
8. Bradley Road to Haun Road	Urban Arterial	6	56,300	43,700	0.78	C
9. Haun Road to I-215 SB Ramps	Urban Arterial	8	87,000	55,820	0.64	B
10. I-215 NB Ramps to Antelope Road	Urban Arterial	8	87,000	66,580	0.77	C

Table X – Roadway Segments Levels of Service – Existing Conditions (2017)						
		Existing Without Project				
Roadway Segment¹	Roadway Classification	Lns²	Roadway Capacity	Total ADT	V/C³	LOS
11. Antelope Road to Menifee Road	Urban Arterial	6	56,300	38,570	0.69	B
La Piedra Road						
12. Sherman Road to Haun Road	Secondary	4	25,900	2,410	0.09	A
Scott Road						
13. Haun Road to I-215 SB Ramps	Urban Arterial	2	18,770	26,110	1.39	F
14. I-215 NB Ramps to Antelope Road	Urban Arterial	2	18,770	40,170	2.14	F
Holland Road						
15. Bradley Road to Sherman Road	Major	2	17,050	12,360	0.72	C
16. Sherman Road to Haun Road	Major	3	25,575	11,630	0.45	A
Source: WEBB-E, Table 3-5						
Notes:						
1. Roadway segment is in the City.						
2. Lns = Number of through lanes based on the City Circulation Element Traffic Study.						
3. V/C – volume-to-capacity ratio						
Bold text = Roadway segment is expected to exceed its capacity based on the GP Roadway Classification						

All roadway segments operate at an acceptable LOS of LOS C or better in existing conditions with the exception of the following (WEBB-E, p. 3-11):

1. Park Avenue to Newport Road
13. Haun Road to I-215 SB Ramps
14. I-215 NB Ramps to Antelope Road

PROJECTED FUTURE TRAFFIC

Method of Projection. The method of traffic projection is based on the following criteria:

- Existing traffic conditions (2017);
- Ambient growth projections;
- Project generated traffic; and
- The cumulative project-generated traffic.

This report uses a Project buildout year of 2021 for analysis purposes (WEBB-E, p. 4-1).

Ambient Growth. In order to evaluate traffic conditions for the study year, area-wide growth on existing roadways must be projected. The majority of the anticipated growth within the study area is accounted for with other cumulative project traffic. Per discussion with City staff, this study utilized a 2 percent per year growth rate (WEBB-E, p. 4-1).

Project Generated Traffic

Trip Generation Rates. Trip generation represents the amount of traffic traveling to and from the proposed Project. The traffic generation figures used in this study are based upon the development of land uses including retail, light industrial and commercial. **Table Y – Trip Generation Rates** shows the peak hour and daily trip generation rates for the proposed Project.

Table Y – Trip Generation Rates								
Land Use	Unit	AM Peak Hour			PM Peak Hour			Daily
		Total	In	Out	Total	In	Out	
Shopping Center	TSF	4.27	2.65	1.62	14.13	6.78	7.35	168.13
High-Turnover (Sit-Down) Restaurant	TSF	10.81	5.95	4.86	9.85	5.91	3.94	127.15
Supermarket	TSF	3.40	2.11	1.29	9.48	4.83	4.65	102.24
General Office Building	VFP	11.84	6.04	5.80	13.86	7.07	6.79	152.84
Day Care Center	TSF	12.18	6.46	5.72	12.34	5.80	6.54	74.06
Fast-Food Restaurant with Drive-Through Window	TSF	45.42	23.16	22.26	32.65	16.98	15.67	496.12
Automobile Sales	TSF	1.92	1.44	0.48	2.62	1.05	1.57	32.30
General Office Building	TSF	2.00	1.76	0.24	2.11	0.36	1.75	13.89
Industrial Park	TSF	--	--	--	--	--	--	--
Passenger Cars		0.65	0.53	0.12	0.71	0.15	0.56	3.61
Trucks (2 Axle)		0.04	0.03	0.03	0.06	0.01	0.05	0.38
Trucks (3 Axle)		0.03	0.02	0.03	0.05	0.01	0.04	0.46
Trucks (4+ Axle)		0.38	0.31	0.31	0.60	0.13	0.47	8.22
		1.10	0.90	0.90	1.42	0.30	1.12	12.67
Source: WEBB-E, Table 4-1								
Notes: TSF = 1,000 Square Feet Gross Floor Area; VFP = Vehicle Fueling Positions								

Project Trip Generation. The daily and peak hour trip generation for the proposed Project are reflected in **Table Z – Project Trip Generation**, below. The proposed Project is anticipated to generate approximately 10,827 daily trip-ends, including 904 trip-ends during the AM peak hour and 1,083 trip-ends during the PM peak hour (WEBB-E, p. 4-3).

Table Z – Project Trip Generation									
Land Use	Qty	Unit	AM Peak Hour			PM Peak Hour			Daily
			Total	In	Out	Total	In	Out	
Shopping Center	7.5	TSF	32	20	12	106	51	55	1,261
Pass-by Trips (PM: 34%)			--	--	--	(32)	(16)	(16)	(386)
High-Turnover (Sit-Down) Restaurant	13.3	TSF	144	79	65	131	79	52	1,691
Pass-by Trips (PM: 43%)			--	--	--	(50)	(25)	(25)	(654)
Supermarket	39	TSF	133	82	51	370	189	181	3,987
Pass-by Trips (PM: 36%)			--	--	--	(120)	(60)	(60)	(1,292)

Table Z – Project Trip Generation

Land Use	Qty	Unit	AM Peak Hour			PM Peak Hour			Daily
			Total	In	Out	Total	In	Out	
Gasoline/Service Station with Convenience Market and Car Wash	16	VFP	189	96	93	222	113	109	2,445
Pass-by Trips (AM: 62%, PM: 59%)			(104)	(52)	(52)	(118)	(59)	(59)	(1,298)
Day Care Center	4.5	TSF	55	29	26	56	26	30	333
Fast-Food Restaurant with Drive-Through Window	4.8	TSF	218	111	107	157	82	75	2,381
Pass-by Trips (AM: 49%, PM: 50%)			(97)	(49)	(49)	(56)	(28)	(28)	(1,071)
Automobile Sales	105	TSF	202	151	51	275	110	165	3,392
General Office Building	79	TSF	158	139	19	167	28	139	1,097
Industrial Park	47.2	TSF	--	--	--	--	--	--	--
Passenger Cars (PCE = 1.0)			31	25	6	34	7	26	170
Trucks (2 Axle, PCE = 1.5)			3	2	1	4	1	3	18
Trucks (3 Axle, PCE = 2.0)			3	2	1	5	1	4	22
Trucks (4+ Axle, PCE = 3.0)			54	44	10	85	18	67	388
Industrial Park Net PCE Trips			90	74	17	127	27	101	598
<i>Trip Generation</i>			1,221	781	441	1,611	705	907	17,187
<i>Internal Trips¹</i>			(116)	(73)	(43)	(152)	(69)	(84)	(1,659)
<i>Driveway Volume²</i>			1105	708	398	1459	636	823	15,529
<i>Pass-by Trips³</i>			(201)	(101)	(101)	(376)	(188)	(188)	(4,702)
Project Total			904	607	297	1,083	448	635	10,827
Source: WEBB-E, Table 4-2									
Notes:									
1. Internal trip capture of 10 percent was applied.									
2. Driveway Volume = Trip Generation – Internal Trips.									
3. Pass-by trips are only applicable to trips that enter or exit the site, not internal trips.									
TSF = 1,000 Square Feet Gross Floor Area; VFP = Vehicle Fueling Positions									
Net Total Trip Generation = Trip Generation – Internal Trips – Pass-by Trips									

Project Trip Distribution. The trip distribution represents the directional orientation of traffic to and from the Project site. Trip distribution is influenced by the geographical location of the site, type of land use in the study area, such as shopping centers and recreational sites, and proximity to the regional freeway system.

Per discussion with the City, the I-215 Holland Overpass project (Overpass) will be considered as a cumulative project. The project is assumed to not generate traffic but will reroute the existing, cumulative, and project traffic from surrounding streets such as Newport Road and Scott Road to use the overpass instead. The analysis includes traffic conditions with and without the Holland Overpass. The Traffic Impact Analysis for this Project was conducted in accordance the Holland Road/I-215 bridge Overcrossing Project conducted by Iteris, submitted September 23, 2014.

The trip directional orientation of traffic for the proposed Project was determined based upon the existing roadway system, existing traffic patterns, and existing and future land uses. The

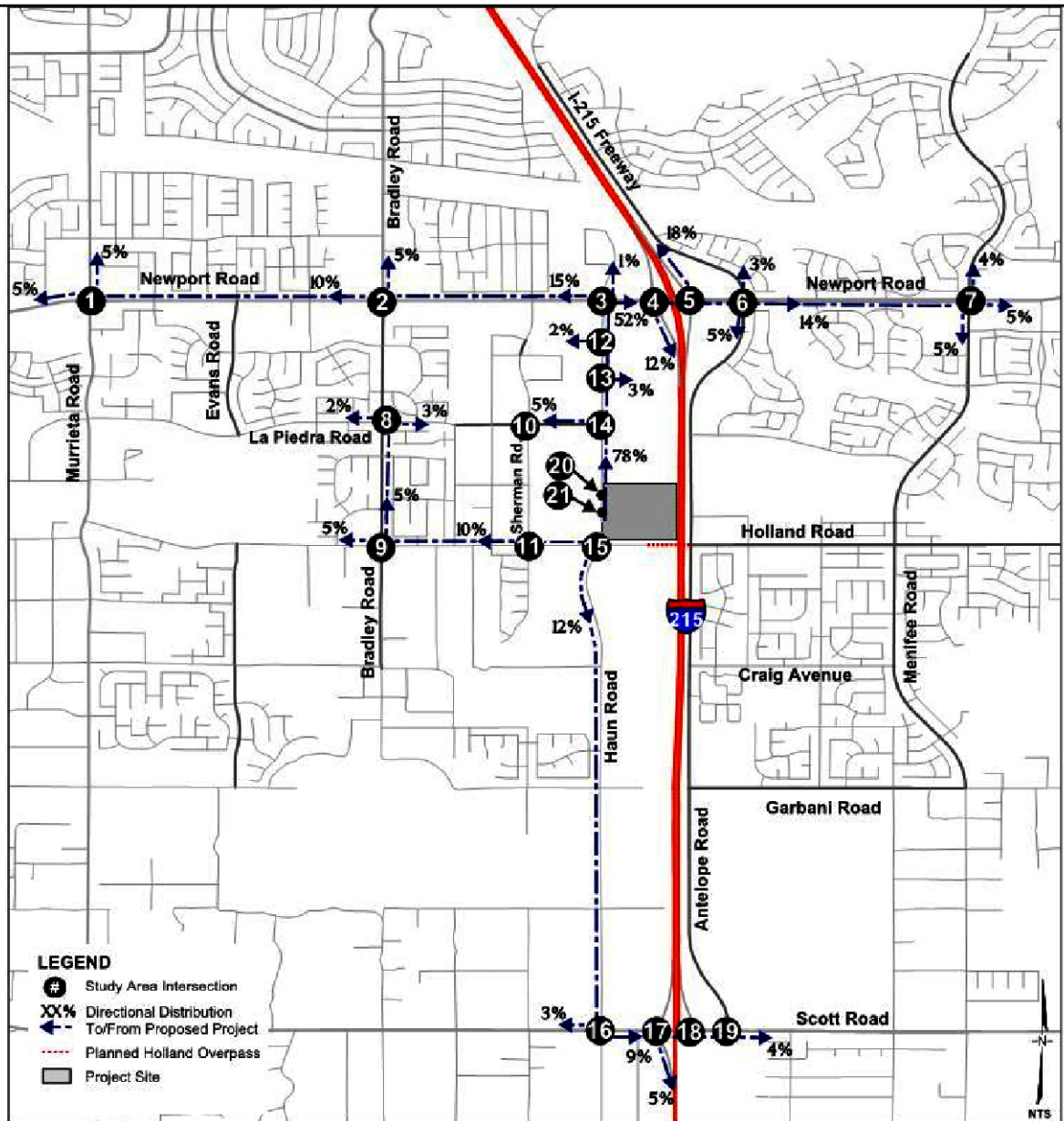
directional distribution for the proposed Project traffic assumed in this study is shown in **Figure 22 – Directional Distribution of Project Traffic (Without Overpass)** and **Figure 23 – Directional Distribution of Project Traffic (With Overpass)**, without the proposed Holland overpass and with the proposed Holland overpass. Per discussion with the City, the Holland overpass was considered as a cumulative project, rerouting traffic in the cumulative project scenarios of the Traffic Impact Analysis (WEBB-E, p. 4-4).

Project Modal Split. The traffic-reducing potential of public transit has not been considered in this study. Therefore, the traffic projections provided in this report are considered conservative since public transit could reduce traffic volumes in the Project area (WEBB-E, p. 4-4).

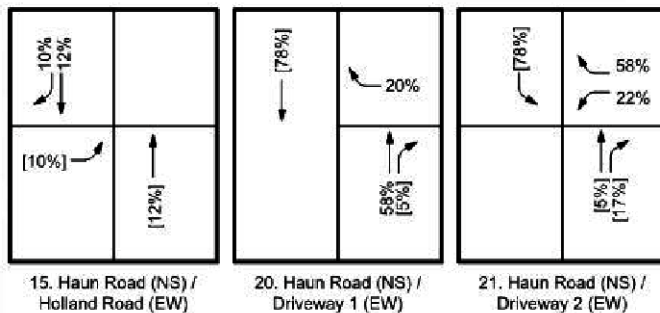
Project Trip Assignment. The trip assignment is the result of assigning the previously-discussed trip generation numbers to the circulation system using the previously-discussed trip distribution. The Project related AM peak hour and PM peak hour intersection turning movement volumes for scenarios where the overpass was not considered are shown in **Figure 24 – Projects Only AM Peak Hour Intersection Volumes (Without Overpass)** and **Figure 25 – Projects Only PM Peak Hour Intersection Volumes (Without Overpass)**, respectively. **Figure 26 – Projects Only AM Peak Hour Intersection Volumes (With Overpass)** and **Figure 27 – Projects Only PM Peak Hour Intersection Volumes (With Overpass)** show AM peak hour and PM peak hour intersection turning movement volumes for scenarios where the overpass was considered (WEBB-E, p. 4-4).

Cumulative Project Generated Traffic. Cumulative project traffic from within the study area is expected to have an impact on levels of service. The location of these projects is shown in **Figure 28 – Cumulative Projects within the Study Area**. The AM and PM peak hour intersection turning movement volumes for cumulative projects without overpass conditions are shown in **Figure 29 – Cumulative Projects AM Peak Hour Intersection Volumes (Without Overpass)** and **Figure 30 – Cumulative Projects PM Peak Hour Intersection Volumes (Without Overpass)**, respectively. The AM and PM peak hour intersection turning movement volumes for cumulative projects without overpass conditions are shown in **Figure 31 – Cumulative Projects AM Peak Hour Intersection Volumes (With Overpass)** and **Figure 32 – Cumulative Projects PM Peak Hour Intersection Volumes (With Overpass)**, respectively (WEBB-E, p. 4-11).

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Project Frontage Directional Distribution
[XX%]/XX%: [Inbound]/Outbound



Source: Revised Traffic Impact
Analysis, Oct. 2018, Webb Assoc.

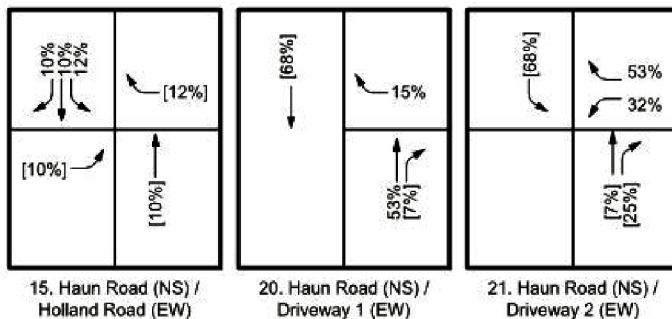
**Figure 22 - Directional Distribution of
Project Traffic (Without Overpass)**

Haun and Holland Mixed Use Center

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Project Frontage Directional Distribution
 [XX%]/XX%: [Inbound]/Outbound

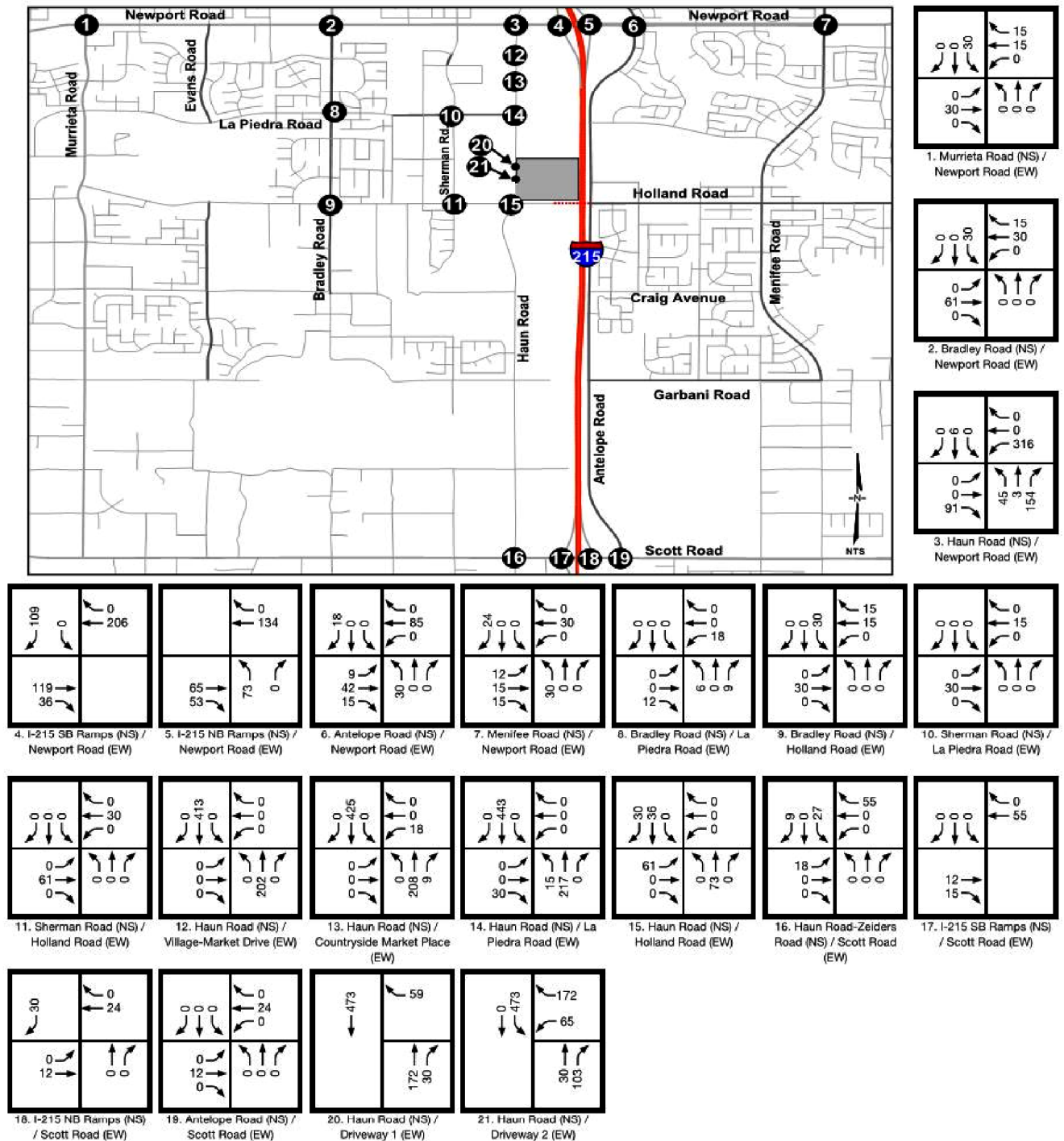


Source: Revised Traffic Impact Analysis, Oct. 2018, Webb Assoc.

Figure 23 - Directional Distribution of Project Traffic (With Overpass)

Haun and Holland Mixed Use Center

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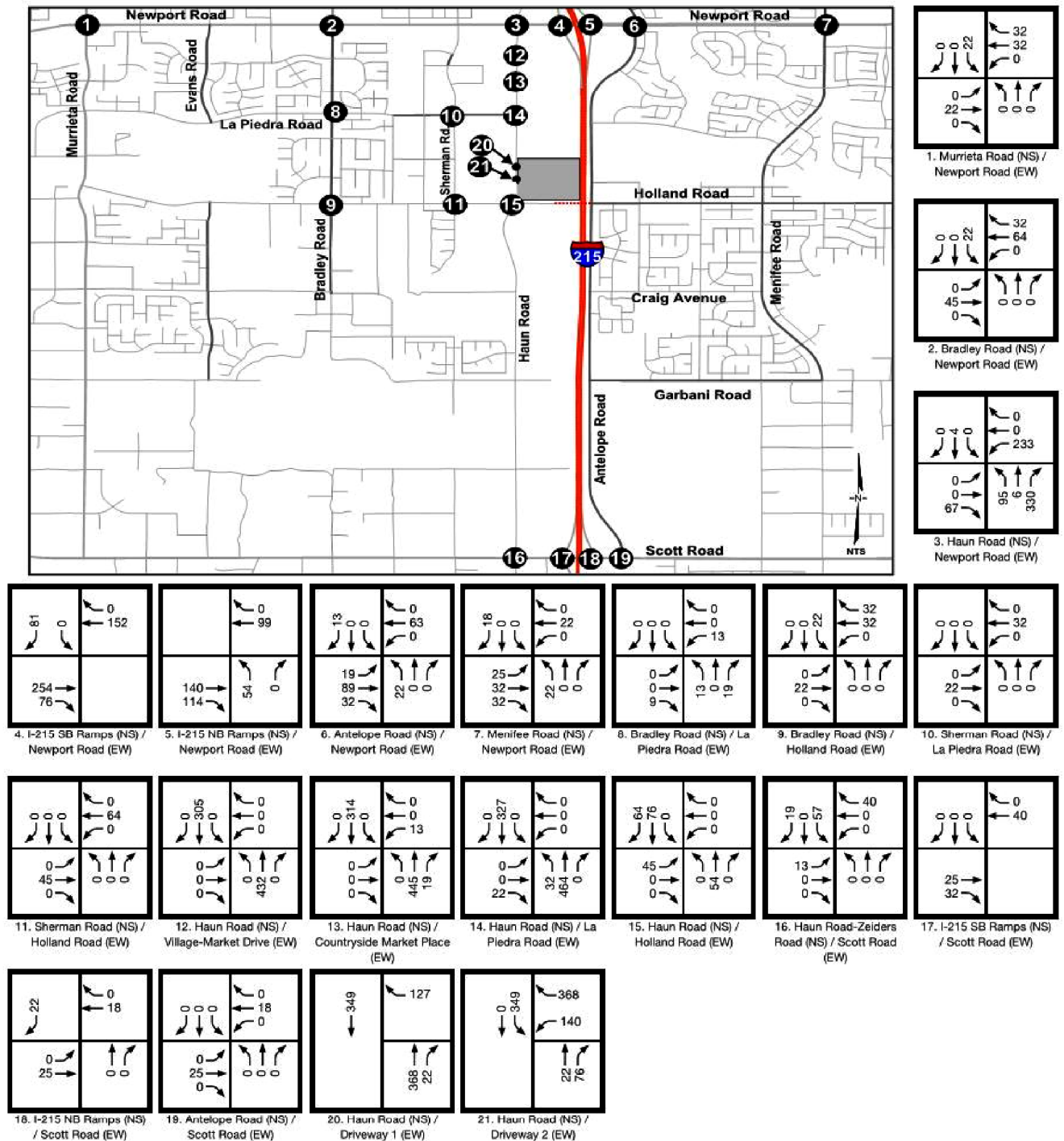


Source: Revised Traffic Impact Analysis, Oct. 2018, Webb Assoc.

**Figure 24 - Project Only Without Overpass
AM Peak Hour Intersection Volumes**

Haun and Holland Mixed Use Center

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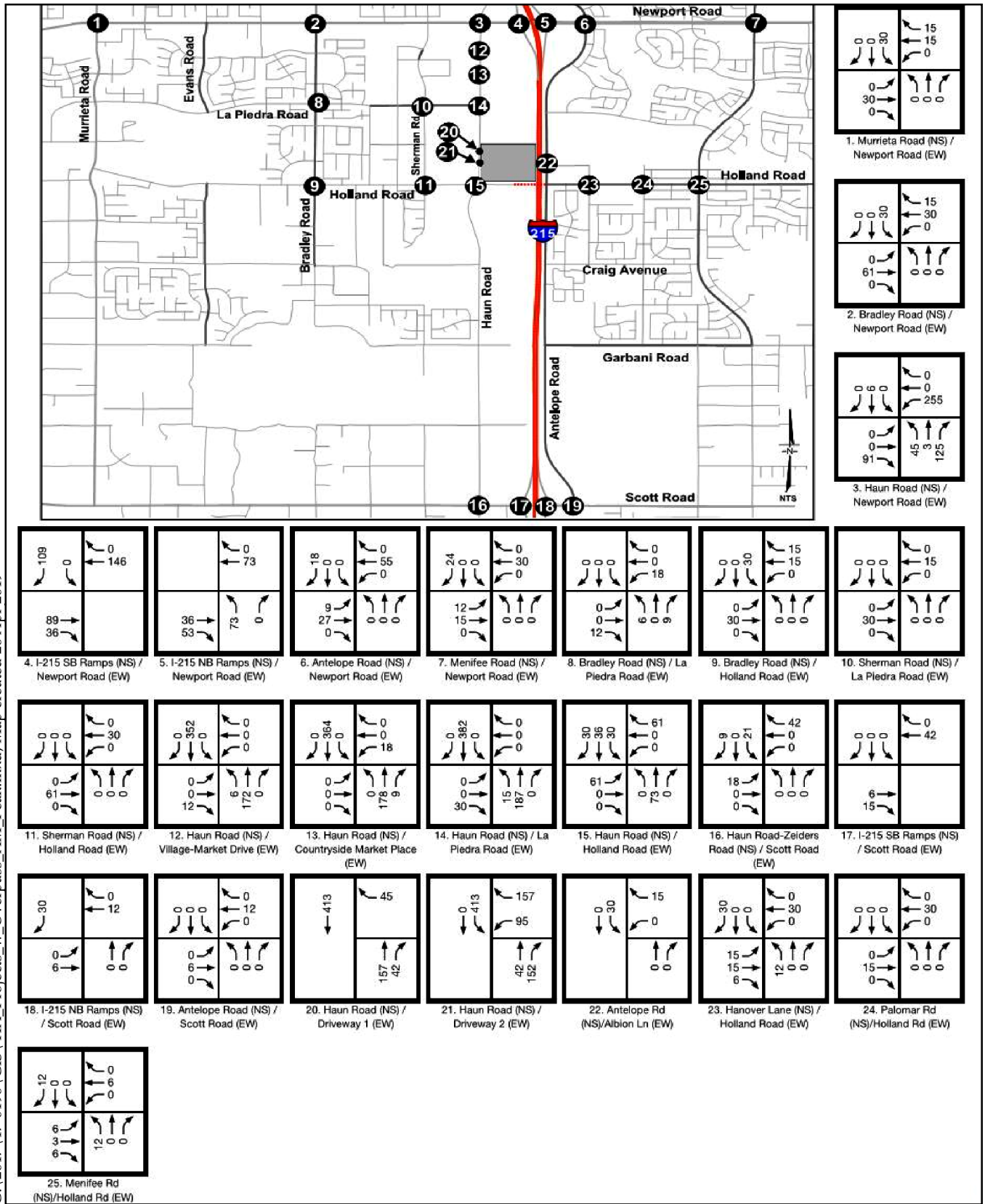


Source: Revised Traffic Impact Analysis, Oct. 2018, Webb Assoc.

Figure 25 - Project Only Without Overpass PM Peak Hour Intersection Volumes

Haun and Holland Mixed Use Center

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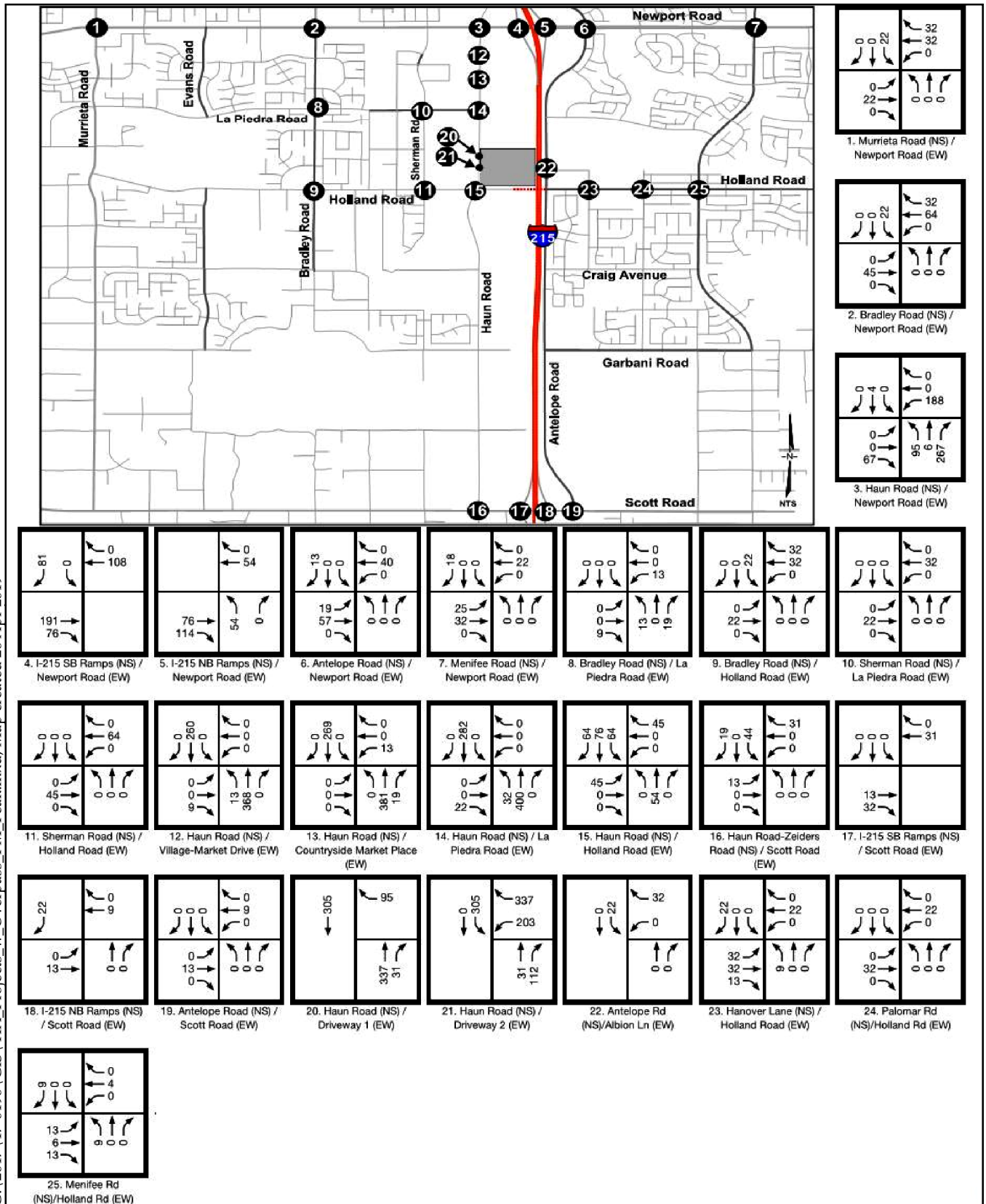


Source: Revised Traffic Impact Analysis, Oct. 2018, Webb Assoc.

**Figure 26 - Project Only With Overpass
AM Peak Hour Intersection Volumes**

Haun and Holland Mixed Use Center

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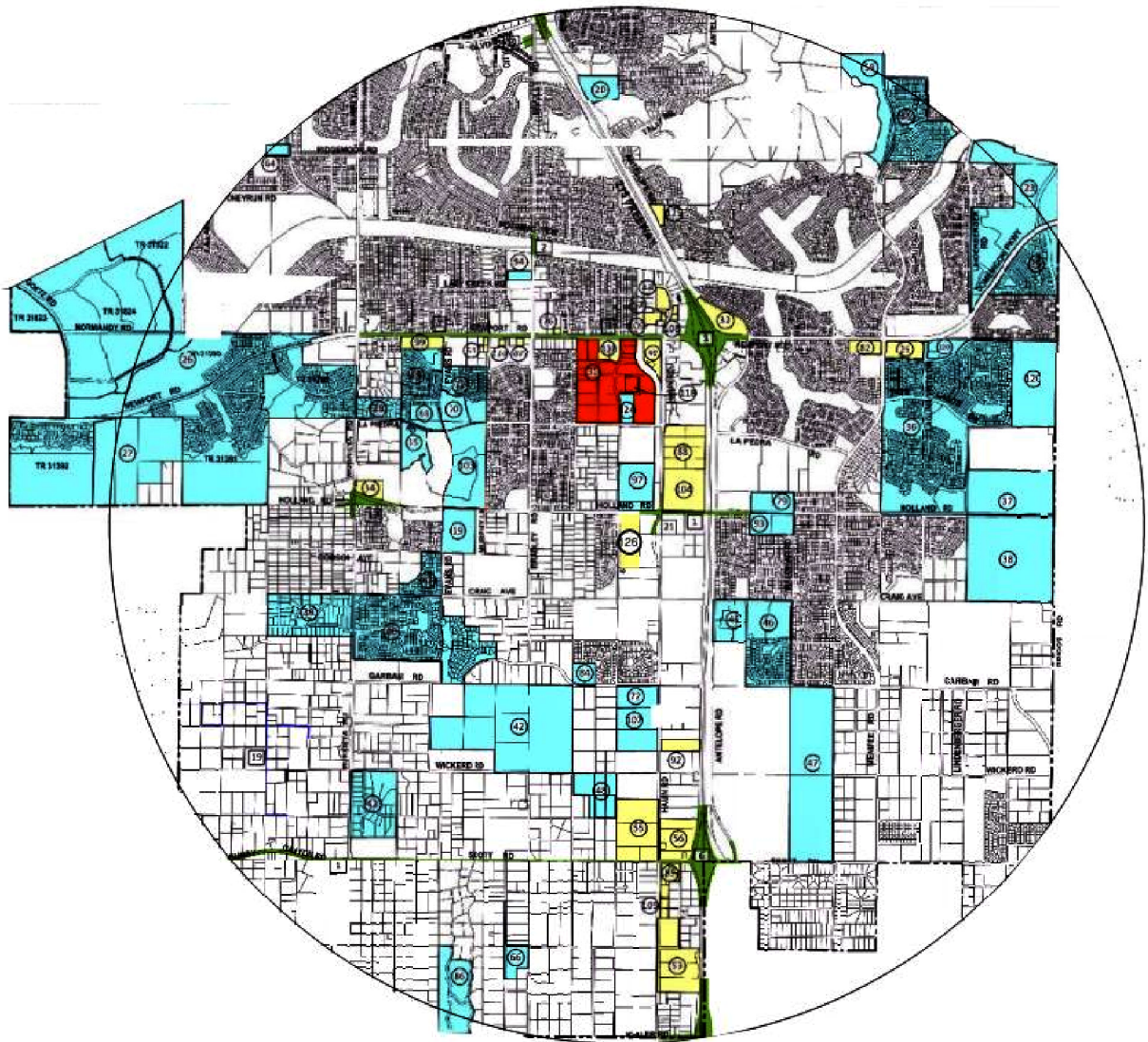


Source: Revised Traffic Impact Analysis, Oct. 2018, Webb Assoc.

**Figure 27 - Project Only With Overpass
PM Peak Hour Intersection Volumes**

Haun and Holland Mixed Use Center

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104. PM 2016-202 (Project)

97. TTM 36303
126. 2017-041
102. CUP 2016-1302
45. TTM 32628
19. PA 2014-218
26. SP 209
110. 2016-164 PP
27. TR 32025
28. TR 30812
38. TTM 32277
94. PAR2015-195
108. PP2016-135
57 & 109. PAR 2016-154/PP2017-029
88. PP2015-124
32. PP2014-113 & CUP 2016-289
29. PP2014-097
36. TR30422
37. TTM31229
120. 2016-286 SP -287 GPA

33. TTM32101

23. TR32100/TR32102
65. TTM31582
35. TR 28786
55. Junction at Menifee
40. TR 30142
41. TR 30684
42. TTM 31198
87. PP 2015-107
20. PP19469
105. 2016-078 CUP
84. TR 2014-073
53. PDS CP
51. CUP 2015-157
46. TTM 28206
47. TTM 33732
70. TM 28789
71. TM 28790
125. PP2017-042
79. PP 2015-164

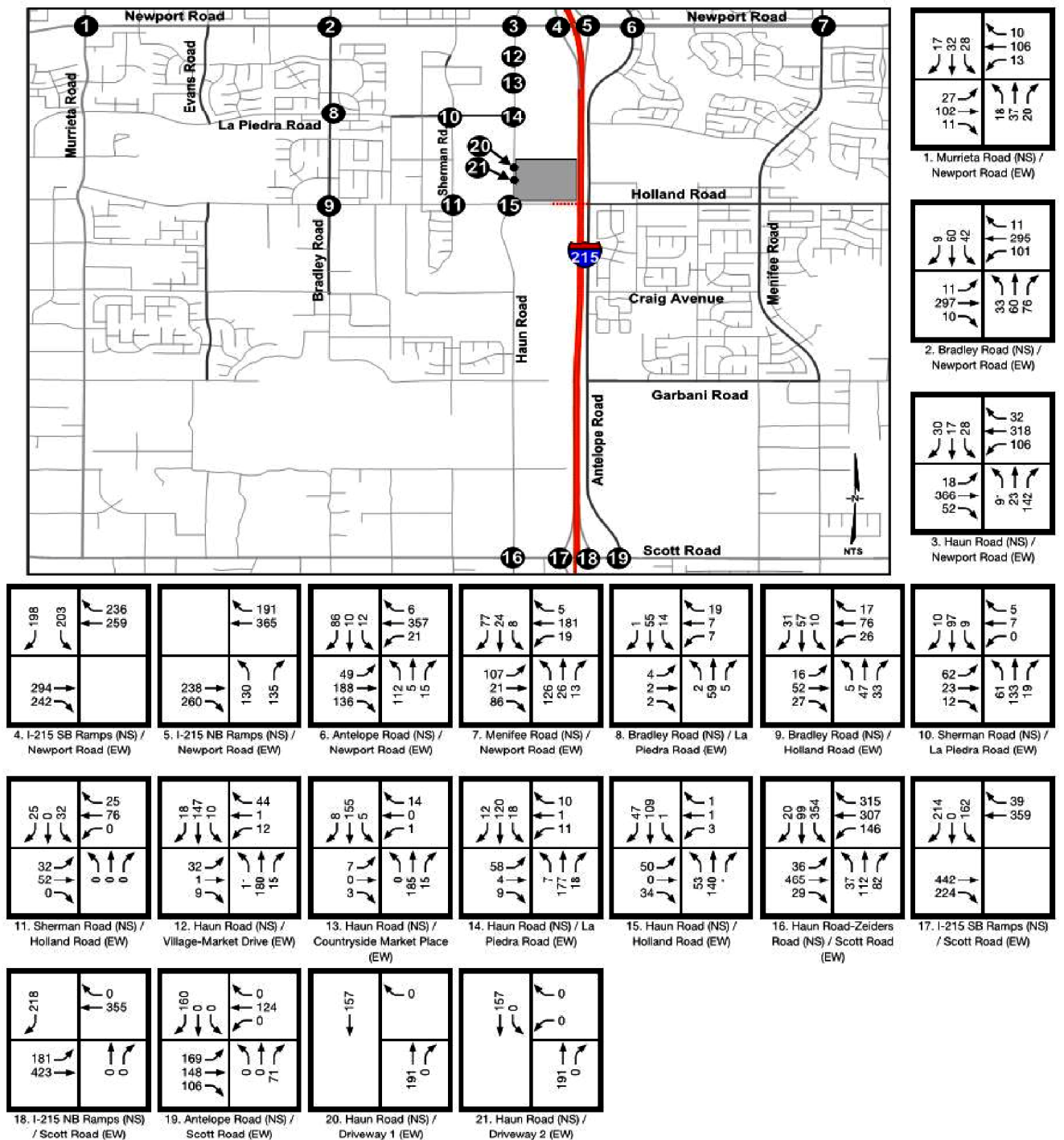
86. PAR 2015-053/TR 36684

93. TTM 2015-165
100. 2016-061
103. MC 2016-107
69. TM 28787
85. PP 22949
72. 2016-057 PP; -058 CZ
107. 2016-246 PA
118. PP 2016-239
124. PP 2017-005
48. PP 2014-012
56. Menifee Shopping Center
64. TR 2016-038
31. Town Center Regent

Source: Revised Traffic Impact Analysis, Oct. 2018, Webb Assoc.

Figure 28 - Cumulative Projects within the Study Area
Haun and Holland Mixed Use Center

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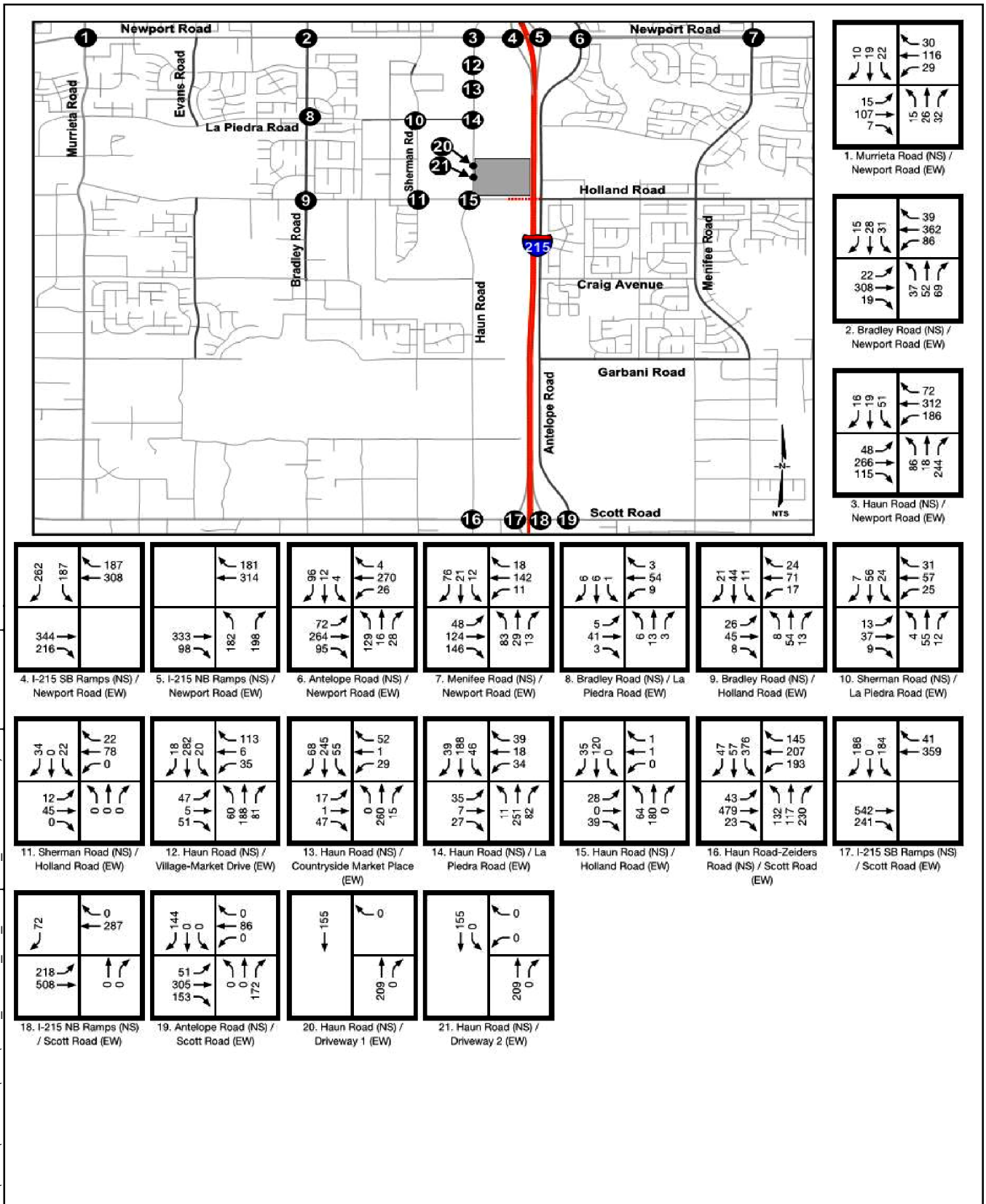


Source: Revised Traffic Impact Analysis, Oct. 2018, Webb Assoc.

Figure 29 - Cumulative Projects AM Peak Hour Intersection Volumes (Without Overpass)

Haun and Holland Mixed Use Center

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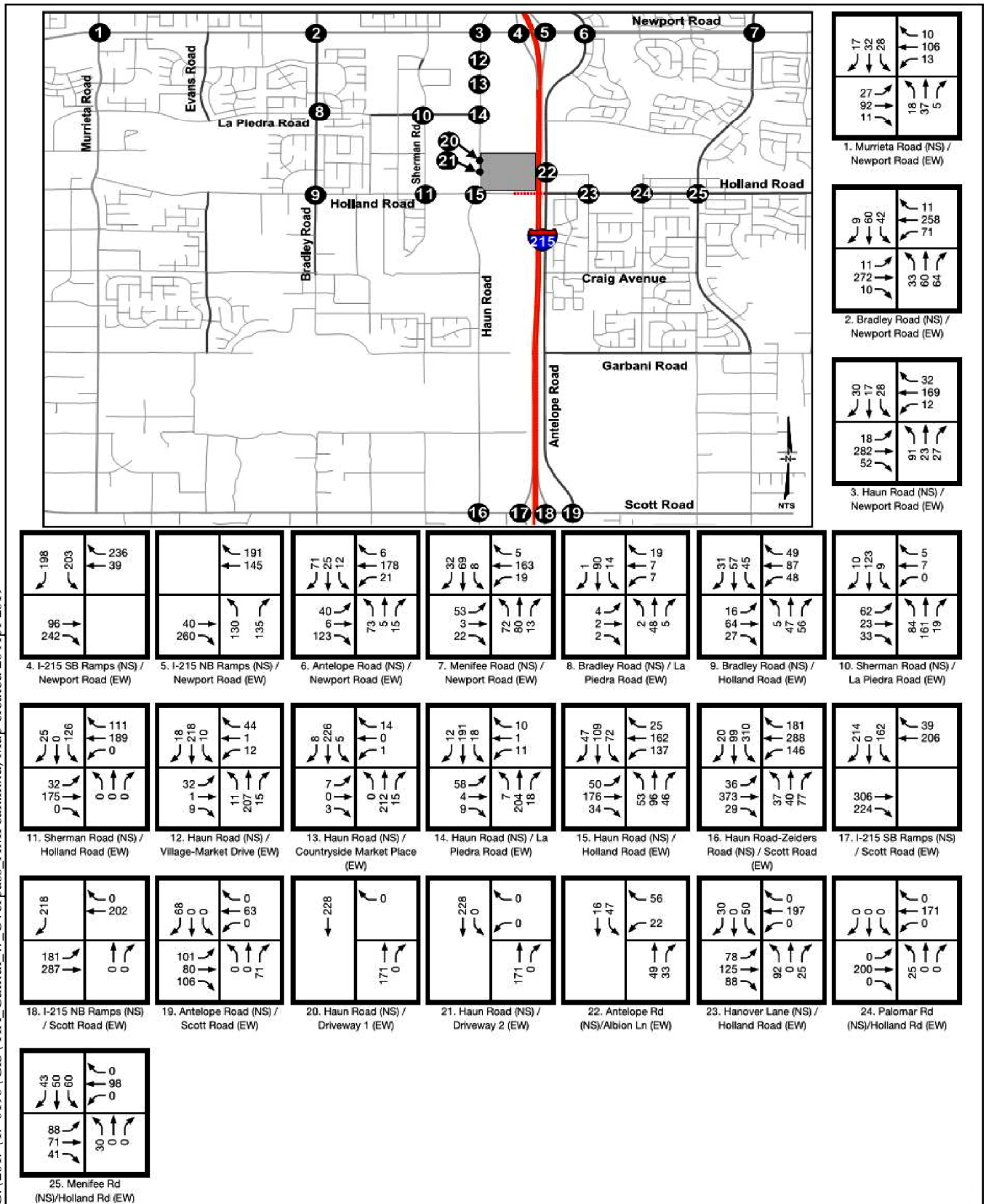


Source: Revised Traffic Impact Analysis, Oct. 2018, Webb Assoc.

Figure 30 - Cumulative Projects PM Peak Hour Intersection Volumes (Without Overpass)

Haun and Holland Mixed Use Center

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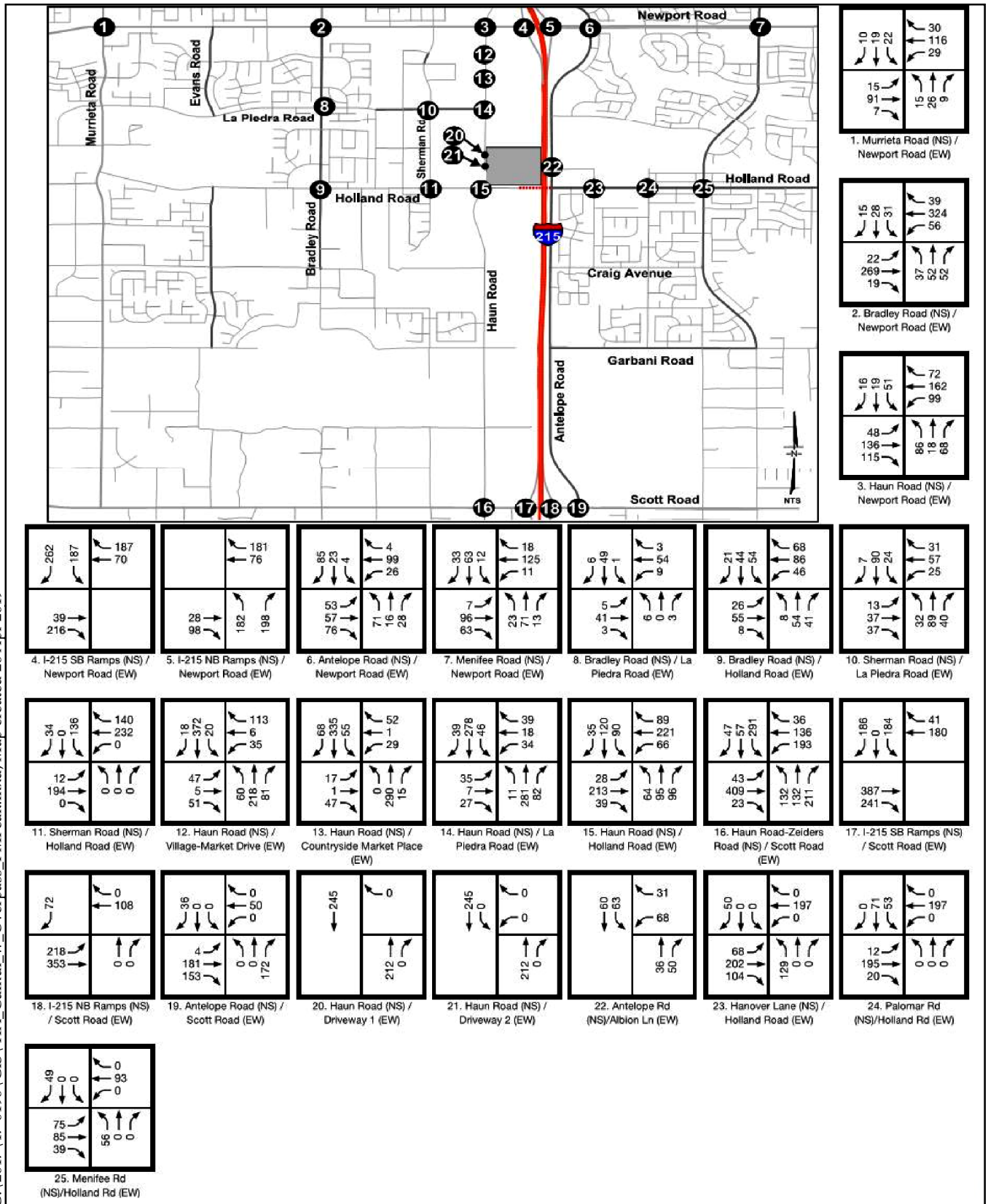


Source: Revised Traffic Impact Analysis, Oct. 2018, Webb Assoc.

Figure 31 - Cumulative Projects AM Peak Hour Intersection Volumes (With Overpass)

Haun and Holland Mixed Use Center

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Source: Revised Traffic Impact Analysis, Oct. 2018, Webb Assoc.

Figure 32 - Cumulative Projects PM Peak Hour Intersection Volumes (With Overpass)

Haun and Holland Mixed Use Center

PROJECT ANALYSIS

Project Design Features. Project Design Features (PDF's) are improvements included as part of the Project. The proposed Project will include improvements as discussed in the Traffic Impact Analysis and listed below (WEBB-E, pp. 6-14 – 6-15).

Intersections PDF's. The project will improve intersection geometrics by including the following improvements as part of the project include:

- Intersection of Haun Road (NS) / Driveway 1 (EW) (#20)
 - Intersection Control: Install a stop sign.
 - Northbound: Construct a second through lane.
 - Westbound: Construct a right-turn lane. Stop controlled.
- Intersection of Haun Road (NS) / Driveway 2 (EW) (#21)
 - Intersection Control: Install a traffic signal.
 - Northbound: Construct a second through lane.
 - Southbound: Construct two left-turn lanes.
 - Westbound: Construct one left-turn lane. Construct one right-turn overlap.

Roadway Segment PDF's. Roadway improvements provided as part of the Project include:

- Construct full-width improvements on all internal roadways.
- Construct half width improvements on the easterly side of Haun Road at its ultimate cross-section as a Major Road adjacent to Project boundary line. All roadways designated as major under the GP are required to have a median constructed. The Project would contribute toward the construction of the median on Haun Road at the Project frontage.
- Dual left-turn lanes would be provided at the main project access (Haun Road and Driveway 2), the standard cross-section of Haun Road is proposed as 90' (which includes two 8 foot bike lanes, four 12 foot through lanes, two 11 foot left-turn lanes, and one 4 foot median). A conceptual striping exhibit has been provided in Appendix I of the Traffic Impact Analysis (WEBB-E).

Scenario Descriptions. The TIA analyzes the impacts resulting from the proposed project utilizing different scenarios including Existing plus Project (EP) and Existing plus Ambient plus Cumulative plus Project (EACP).

EP Scenario. The EP scenario includes existing 2017 traffic and Project traffic. **Table AA – Intersection LOS – EP Scenario** and **Table BB – Roadway LOS – EP Scenario** provide the projected delay and levels of service at the study intersections and roadways under existing plus Project conditions without off-site improvements. These levels of service vary from LOS A to F. The existing plus Project AM and PM peak hour intersection turning movement volumes are shown in **Figure 33 – Existing plus Project AM Peak Intersection Volumes** and **Figure 34 – Existing plus Project PM Peak Intersection Volumes**, respectively. The levels of service are based on the existing geometrics for the study intersections.

Table AA – Intersection LOS – EP Scenario

Intersection	Peak Hour	Without Project			With Project		
		Traffic Control	Delay (sec)	LOS	Traffic Control	Delay (sec)	LOS
1. Murrieta Road (NS) / Newport Road (EW)	AM	Signal	37.6	D	Signal	38.2	D
	PM		38.3	D		39.3	D
2. Bradley Road (NS) / Newport Road (EW)	AM	Signal	31.5	C	Signal	33.0	C
	PM		32.4	C		33.5	C
3. Haun Road (NS) / Newport Road (EW)	AM	Signal	43.0	D	Signal	53.7	D
	PM		39.2	D		43.5	D
4. I-215 SB Ramps (NS) / Newport Road (EW)	AM	Signal	12.9	B	Signal	14.6	B
	PM		17.1	B		18.2	B
5. I-215 NB Ramps (NS) / Newport Road (EW)	AM	Signal	16.4	B	Signal	17.4	B
	PM		20.1	C		20.7	C
6. Antelope Road (NS) / Newport Road (EW)	AM	Signal	34.4	C	Signal	36.4	D
	PM		41.2	D		45.6	D
7. Menifee Road (NS) / Newport Road (EW)	AM	Signal	40.4	D	Signal	45.6	D
	PM		29.1	C		30.2	C
8. Bradley Road (NS) / La Piedra Road (EW)	AM	Signal	25.2	C	Signal	25.8	C
	PM		12.9	B		14.0	B
9. Bradley Road (NS) / Holland Road (EW)	AM	Signal	43.4	D	Signal	48.3	D
	PM		31.0	C		32.0	C
10. Town Center-Sherman Road (NS) / La Piedra Road (EW)	AM	AWSC	10.0	B	AWSC	10.2	B
	PM		8.3	A		8.3	A
11. Sherman Road (NS) / Holland Road (EW)	AM	TWSC	57.6	F	TWSC	70.0	F
	PM		32.4	D		38.8	E
12. Haun Road (NS) / Village-Market Drive (EW)	AM	Signal	13.6	B	Signal	15.0	B
	PM		19.5	B		23.1	C
13. Haun Road (NS) / Countryside Market Place (EW)	AM	Signal	8.8	A	Signal	9.4	A
	PM		25.5	C		20.9	C
14. Haun Road (NS) / La Piedra Road (EW)	AM	Signal	19.8	B	Signal	21.8	C
	PM		18.3	B		21.6	C
15. Haun Road (NS) / Holland Road (EW)	AM	AWSC	29.1	D	AWSC	45.8	E
	PM		25.5	D		49.6	E
16. Haun-Zeiders Road (NS) / Scott Road (EW)	AM	Signal	36.3	D	Signal	46.0	D
	PM		23.9	C		26.0	C
17. I-215 SB Ramps (NS) / Scott Road (EW)	AM	Signal	30.6	C	Signal	30.6	C
	PM		27.7	C		28.0	C
18. I-215 NB Ramps (NS) / Scott Road (EW)	AM	Signal	27.6	C	Signal	27.9	C
	PM		40.0	D		40.0	D
19. Antelope Road (NS) /	AM	Signal	37.5	D	Signal	37.8	D

Table AA – Intersection LOS – EP Scenario							
Intersection	Peak Hour	Without Project			With Project		
		Traffic Control	Delay (sec)	LOS	Traffic Control	Delay (sec)	LOS
Scott Road (EW)	PM		34.7	C		34.8	C
20. Haun Road (NS) / Driveway 1 (EW)	AM	Does Not Exist			OWSC	11.4	B
	PM					14.9	B
21. Haun Road (NS) / Driveway 2 (EW)	AM	Does Not Exist			Signal	26.0	C
	PM					25.9	C
Source: WEBB-E, Table 5-1							
Notes:							
EP= Existing Plus Project; OWSC = One Way Stop Controlled; TWSC = Two Way Stop Controlled; AWSC = All Way Stop Controlled; Bold text = Exceeds LOS Standard							

With implementation of the proposed Project, the following study area intersections are expected to operate at an unacceptable LOS for both AM and PM conditions under the EP scenario:

11. Sherman Road (NS) / Holland Road (EW)

15. Haun Road (NS) / Holland Road (EW)

Table BB – Roadway LOS – EP Scenario										
Roadway Segment ¹	Roadway Classification	Without Project					With Project			
		Lns ²	Roadway Capacity	Total ADT	V/C ³	LOS	Project Only ADT	Total ADT	V/C ³	LOS
Bradley Road										
1. Park Avenue to Newport Road	Secondary	2	12,950	14,980	1.16	F	520	15,500	1.20	F
2. Newport Road to La Piedra Road	Major	4	34,100	12,390	0.36	A	208	12,600	0.37	A
3. La Piedra Road to Holland Road	Major	4	34,100	8,470	0.25	A	520	8,990	0.26	A
Haun Road										
4. Newport Road to La Piedra Road	Major	4	34,100	22,820	0.67	B	8,826	31,650	0.93	E
5. La Piedra Road to Holland Road	Major	3	25,575	12,140	0.47	A	9,346	21,490	0.84	D
6. Holland Road to Scott Road	Major	2	17,050	10,860	0.64	B	1,248	12,110	0.71	C
Newport Road										
7. Murrieta Road to Bradley Road	Urban Arterial	6	56,300	34,450	0.61	B	1,040	35,490	0.63	B

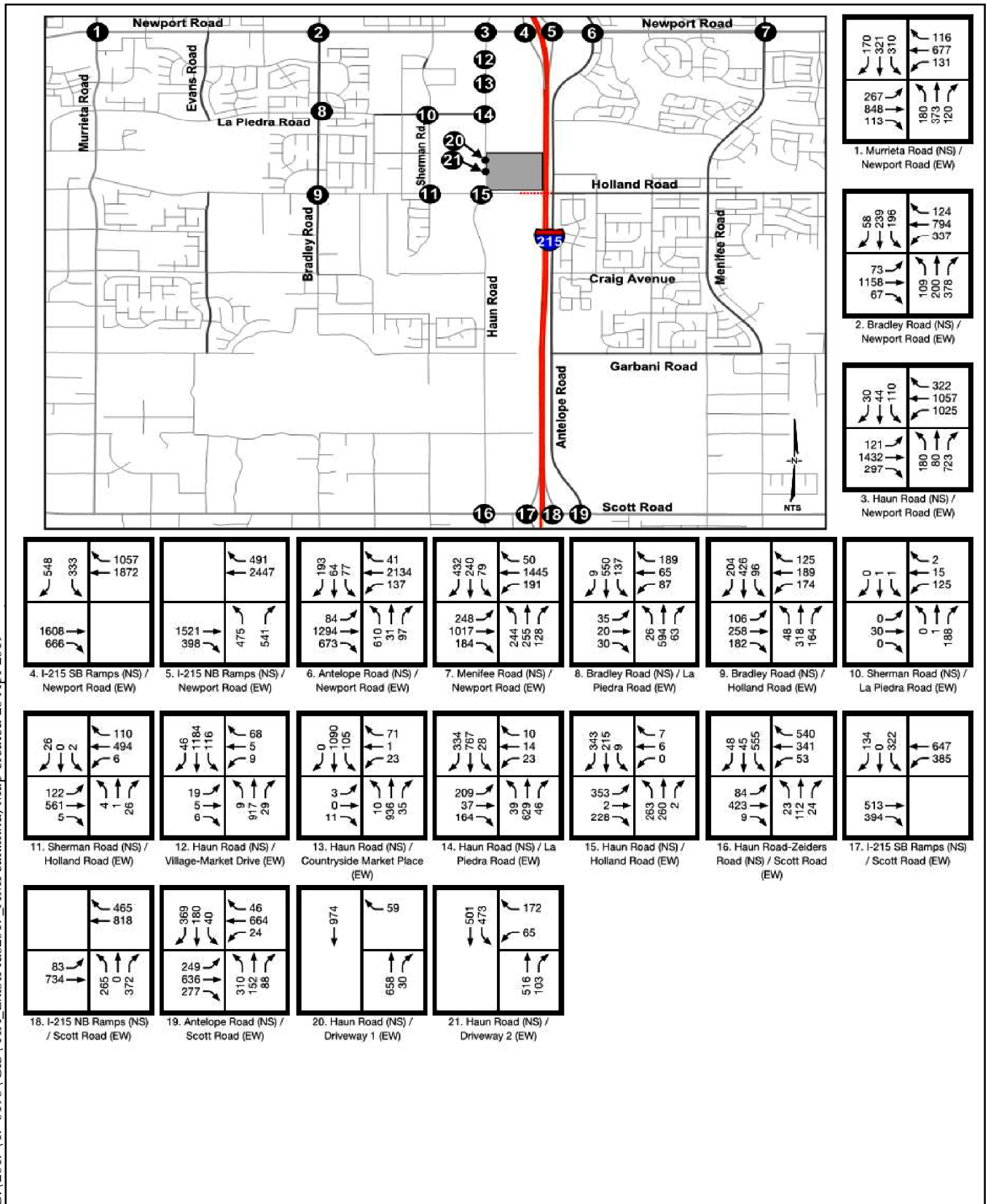
Table BB – Roadway LOS – EP Scenario

Roadway Segment ¹	Roadway Classification	Without Project					With Project			
		Lns ²	Roadway Capacity	Total ADT	V/C ³	LOS	Project Only ADT	Total ADT	V/C ³	LOS
8. Bradley Road to Haun Road	Urban Arterial	6	56,300	43,700	0.78	C	1,560	45,260	0.80	D
9. Haun Road to I-215 SB Ramps	Urban Arterial	8	87,000	55,820	0.64	B	6,642	62,470	0.72	C
10. I-215 NB Ramps to Antelope Road	Urban Arterial	8	87,000	66,580	0.77	C	2,288	68,870	0.79	C
11. Antelope Road to Menifee Road	Urban Arterial	6	56,300	38,570	0.69	B	1,456	40,020	0.71	C
La Piedra Road										
12. Sherman Road to Haun Road	Secondary	4	25,900	2,410	0.09	A	520	2,930	0.11	A
Scott Road										
13. Haun Road to I-215 SB Ramps	Urban Arterial	2	18,770	26,110	1.39	F	936	27,040	1.44	F
14. I-215 NB Ramps to Antelope Road	Urban Arterial	2	18,770	40,170	2.14	F	416	40,590	2.16	F
Holland Road										
15. Bradley Road to Sherman Road	Major	2	17,050	12,360	0.72	C	1,040	13,400	0.79	C
16. Sherman Road to Haun Road	Major	3	25,575	11,630	0.45	A	1,040	12,670	0.50	A
Source: WEBB-E, Table 3-5 Notes: 1. Roadway segment is in the City. 2. Lns = Number of through lanes based on the City Circulation Element Traffic Study. 3. V/C = volume-to-capacity ratio Bold text = Roadway segment is expected to exceed its capacity based on the GP Roadway Classification										

The following study area roadway segments are expected to operate at unacceptable LOS in the EP scenario:

1. Bradley Road from Park Avenue to Newport Road
4. Haun Road from Newport Road to La Piedra Road
13. Scott Road from Haun Road to I-215 Southbound Ramps
14. Scott Road from I-215 Northbound Ramps to Antelope Road

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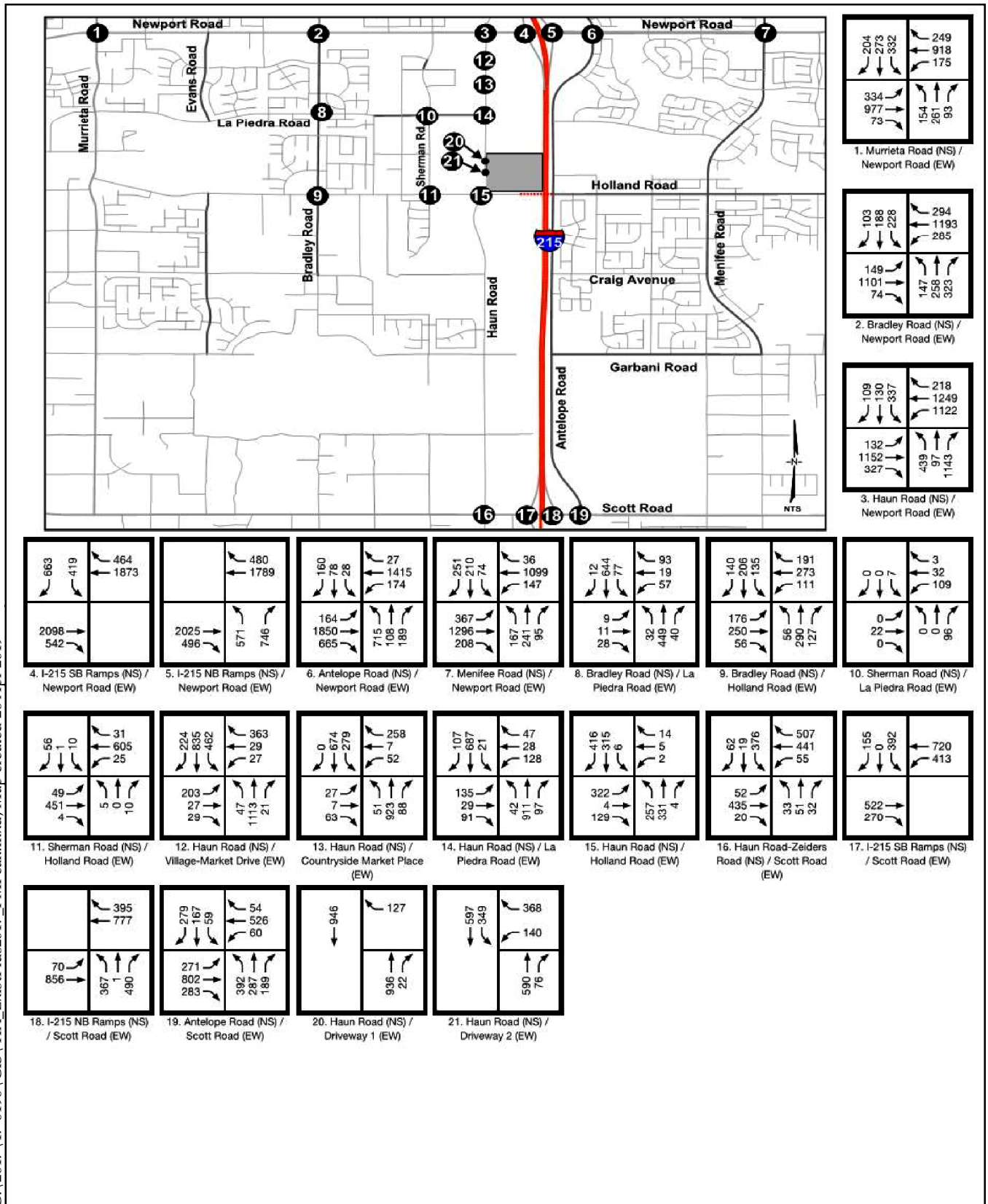


Source: Revised Traffic Impact Analysis, Oct. 2018, Webb Assoc.

Figure 33 - Existing Plus Project (2017) AM Peak Hour Intersection Volumes

Haun and Holland Mixed Use Center

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Source: Revised Traffic Impact Analysis, Oct. 2018, Webb Assoc.

Figure 34 - Existing Plus Project (2017) PM Peak Hour Intersection Volumes

Haun and Holland Mixed Use Center

EACP Scenario. The EACP scenario includes existing traffic, an ambient growth of two percent per year for four years to 2021 (eight percent total ambient growth), other projects in the study area as provided by the City, and Project traffic. This scenario provides analysis both without the Overpass and with the Overpass. LOS is based upon the existing geometrics for the study intersections and roadway segments.

EACP Without Overpass. This scenario assumes there is no overpass at Holland Road in the cumulative condition. **Table CC – Intersection LOS – EACP Scenario (Without Overpass)** and **Table DD – Roadway LOS – EACP Scenario (Without Overpass)** provide the projected delay and levels of service at the study intersections and roadways under the EACP scenario without off-site improvements. These levels of service vary from LOS B to F for intersections and A to F for roadway segments. The AM and PM peak hour intersection turning movement volumes in the EACP scenario are shown on **Figure 35 – EACP (2021) AM Peak Hour Intersection Volumes (Without Overpass)** and **Figure 36 – EACP (2021) PM Peak Hour Intersection Volumes (Without Overpass)**, respectively.

Table CC – Intersection LOS – EACP Scenario (Without Overpass)							
Intersection	Peak Hour	Without Project			With Project		
		Traffic Control	Delay (sec)	LOS	Traffic Control	Delay (sec)	LOS
1. Murrieta Road (NS) / Newport Road (EW)	AM	Signal	43.4	D	Signal	44.2	D
	PM		45.3	D		47.0	D
2. Bradley Road (NS) / Newport Road (EW)	AM	Signal	43.4	D	Signal	47.3	D
	PM		42.3	D		44.8	D
3. Haun Road (NS) / Newport Road (EW)	AM	Signal	37.9	D	Signal	58.1	E*
	PM		50.2	D		78.5	E*
4. I-215 SB Ramps (NS) / Newport Road (EW)	AM	Signal	20.9	C	Signal	23.1	C
	PM		23.9	C		26.3	C
5. I-215 NB Ramps (NS) / Newport Road (EW)	AM	Signal	22.4	C	Signal	23.8	C
	PM		29.2	C		31.6	C
6. Antelope Road (NS) / Newport Road (EW)	AM	Signal	57.5	E*	Signal	66.7	E*
	PM		91.9	F		104.0	F
7. Menifee Road (NS) / Newport Road (EW)	AM	Signal	97.2	F	Signal	109.4	F
	PM		43.1	D		47.6	D
8. Bradley Road (NS) / La Piedra Road (EW)	AM	Signal	27.9	C	Signal	28.4	C
	PM		19.1	B		20.0	C
9. Bradley Road (NS) / Holland Road (EW)	AM	Signal	62.6	E	Signal	68.5	E
	PM		46.5	D		48.8	D
10. Town Center-Sherman Road (NS) / La Piedra Road (EW)	AM	Signal	26.6	C	Signal	28.4	C
	PM		30.9	C		32.2	C
11. Sherman Road (NS) / Holland Road (EW)	AM	TWSC	OFL	F	TWSC	OFL	F
	PM		62.5	F		84.0	F
12. Haun Road (NS) / Village-Market Drive (EW)	AM	Signal	15.4	B	Signal	16.9	B
	PM		27.0	C		31.3	C
13. Haun Road (NS) /	AM	Signal	9.7	A	Signal	10.1	B

Table CC – Intersection LOS – EACP Scenario (Without Overpass)							
Intersection	Peak Hour	Without Project			With Project		
		Traffic Control	Delay (sec)	LOS	Traffic Control	Delay (sec)	LOS
Countryside Market Place (EW)	PM		21.3	C		21.0	C
14. Haun Road (NS) / La Piedra Road (EW)	AM	Signal	34.1	C	Signal	35.2	D
	PM		38.5	D		44.6	D
15. Haun Road (NS) / Holland Road (EW)	AM	AWSC	92.6	F	AWSC	136.2	F
	PM		99.1	F		146.8	F
16. Haun-Zeiders Road (NS) / Scott Road (EW)	AM	Signal	147.5	F	Signal	165.3	F
	PM		73.1	E ¹		83.1	F
17. I-215 SB Ramps (NS) / Scott Road (EW)	AM	Signal	11.1	B	Signal	10.9	B
	PM		11.7	B		11.5	B
18. I-215 NB Ramps (NS) / Scott Road (EW)	AM	Signal	20.3	C	Signal	20.8	C
	PM		20.1	C		21.1	C
19. Antelope Road (NS) / Scott Road (EW)	AM	Signal	44.4	D	Signal	44.9	D
	PM		41.0	D		41.2	D
20. Haun Road (NS) / Driveway 1 (EW)	AM	Does Not Exist			OWSC	13.6	B
	PM					21.8	C
21. Haun Road (NS) / Driveway 2 (EW)	AM	Does Not Exist			Signal	25.5	C
	PM					29.7	C
Source: WEBB-E, Table 5-7							
Notes:							
1. Classified as a “constraint intersection”. Acceptable LOS E in consistency with the City’s GP Policy C-1.2.							
OWSC = One Way Stop Controlled; TWSC = Two Way Stop Controlled; AWSC = All Way Stop Controlled; OFL = Overflow conditions; Delay > 200 sec; Bold text = Exceeds LOS Standard							

With implementation of the proposed Project and assuming no Overpass is constructed, the following study area intersections are expected to operate at an unacceptable LOS under this EACP scenario:

- 6. Antelope Road (NS) /Newport Road (EW) – AM and PM
- 7. Menifee Road (NS) / Newport Road (EW) – AM only
- 9. Bradley Road (NS) / Holland Road (EW) – AM only
- 11. Sherman Road (NS) / Holland Road (EW) – AM and PM
- 15. Haun Road (NS) / Holland Road (EW) – AM and PM
- 16. Haun Road (NS) / Scott Road (EW) – AM only

Table DD – Roadway LOS – EACP Scenario (Without Overpass)

		Without Project					With Project				
Roadway Segment ¹	Roadway Classification	Lns ²	Roadway Capacity	EAC ³ ADT	Total ADT	V/C ⁴	LOS	Project Only ADT	Total ADT	V/C ⁴	LOS
Bradley Road											
1. Park Avenue to Newport Road	Secondary	2	12,950	3,230	19,410	1.50	F	520	19,930	1.54	F
2. Newport Road to La Piedra Road	Major	4	34,100	1,352	14,730	0.43	A	208	14,940	0.44	A
3. La Piedra Road to Holland Road	Major	4	34,100	970	10,120	0.30	A	520	10,640	0.31	A
Haun Road											
4. Newport Road to La Piedra Road	Major	4	34,100	1,109	25,760	0.76	C	8,826	34,580	0.99	F
5. La Piedra Road to Holland Road	Major	3	25,575	1,953	15,070	0.59	A	9,346	24,410	0.95	E
6. Holland Road to Scott Road	Major	2	17,050	2,906	14,630	0.86	D	1,248	15,880	0.93	E
Newport Road											
7. Murrieta Road to Bradley Road	Urban Arterial	6	56,300	6,839	44,040	0.78	C	1,040	45,080	0.80	D
8. Bradley Road to Haun Road	Urban Arterial	6	56,300	7,749	54,940	0.98	E	1,560	56,500	1.00	F
9. Haun Road to I-215 SB Ramps	Urban Arterial	8	87,000	3,756	64,050	0.74	C	6,642	70,690	0.81	D
10. I-215 NB Ramps to Antelope Road	Urban Arterial	8	87,000	8,110	80,020	0.92	E	2,288	82,310	0.95	E
11. Antelope Road to Menifee Road	Urban Arterial	6	56,300	5,969	47,620	0.85	D	1,456	49,080	0.87	D
La Piedra Road											
12. Sherman Road to Haun Road	Secondary	4	25,900	2,842	5,450	0.21	A	520	5,970	0.23	A
Scott Road											
13. Haun Road to I-215 SB Ramps	Urban Arterial	4	36,530	4,160	32,360	0.86	D	936	33,290	0.89	D
14. I-215 NB Ramps to Antelope Road	Urban Arterial	4	36,530	5,618	49,000	1.31	F	416	49,420	1.32	F
Holland Road											
15. Bradley Road to Sherman Road	Major	2	17,050	728	14,070	0.83	D	1,040	15,110	0.89	D
16. Sherman Road to Haun Road	Major	3	25,575	2,700	15,260	0.60	B	1,040	16,300	0.64	B

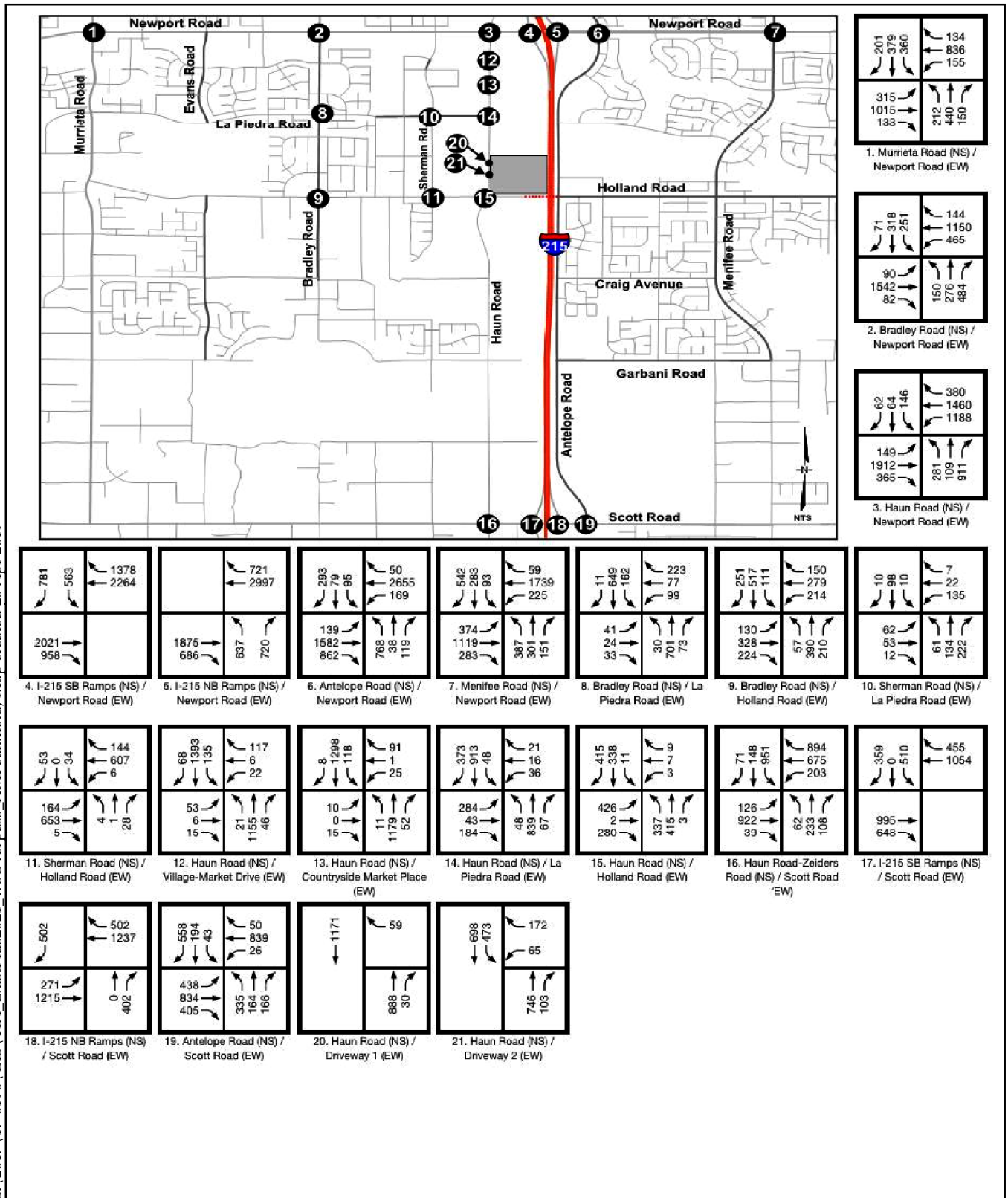
Table DD – Roadway LOS – EACP Scenario (Without Overpass)

		Without Project					With Project				
Roadway Segment ¹	Roadway Classification	Lns ²	Roadway Capacity	EAC ³ ADT	Total ADT	V/C ⁴	LOS	Project Only ADT	Total ADT	V/C ⁴	LOS
Source: WEBB-E, Table 5-8											
Notes:											
1. Roadway segment is in the City.											
2. Lns = Number of through lanes based on the City Circulation Element Traffic Study.											
3. EAC = Cumulative Projects											
4. V/C = volume to capacity ratio											
Bold text = Roadway segment is expected to exceed its capacity based on the GP Roadway Classification											

With implementation of the proposed Project and assuming no Overpass is constructed, the following study area roadway segments are expected to operate at an unacceptable LOS under this EACP scenario:

1. Bradley Road from Park Avenue to Newport Road
4. Haun Road from Newport Road to La Piedra Road
5. Haun Road from La Piedra Road to Holland Road
6. Haun Road from Holland Road to Scott Road
8. Newport Road from Bradley Road to Haun Road
14. Scott Road from I-215 Northbound Ramps to Antelope Road

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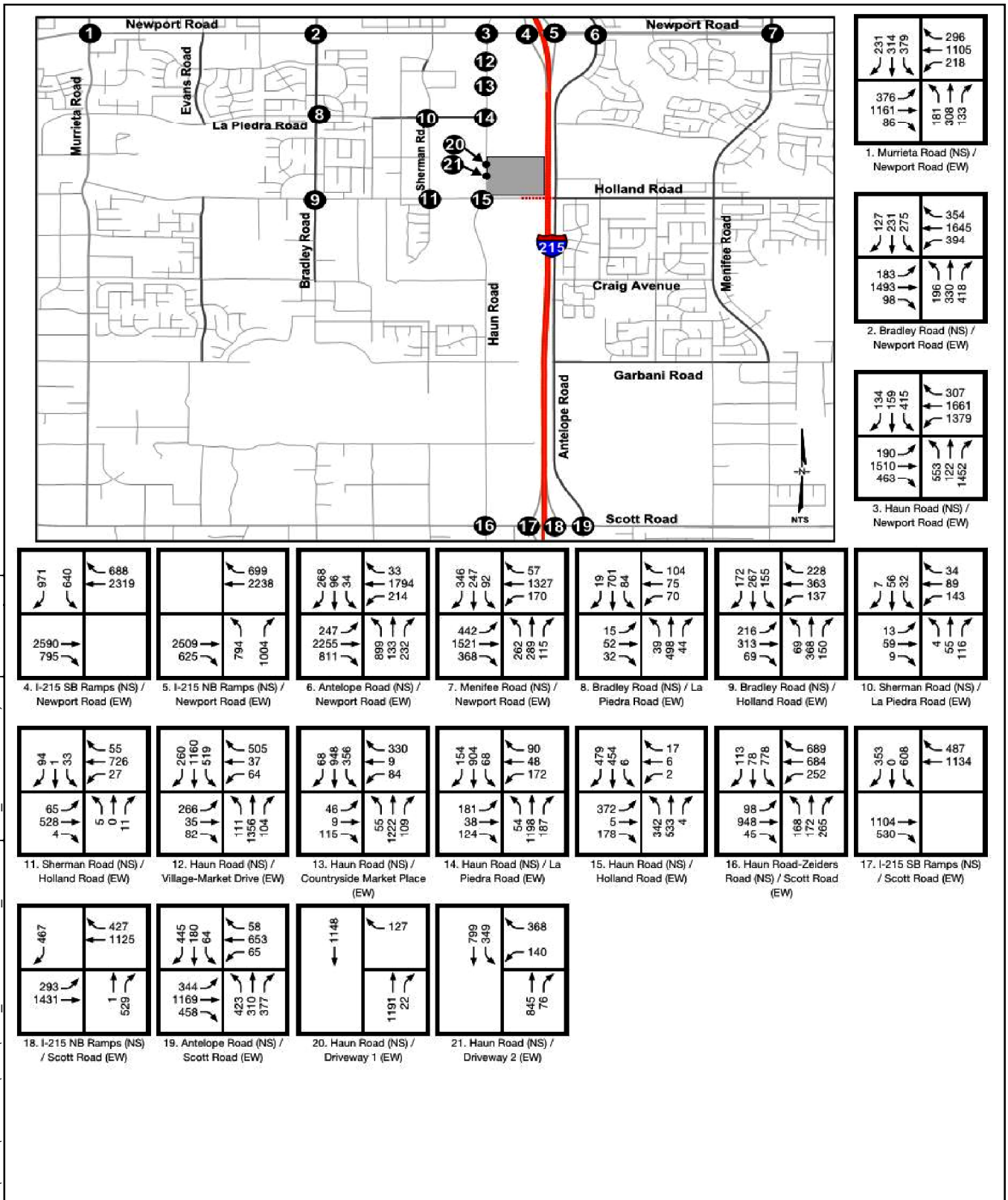


Source: Revised Traffic Impact Analysis, Oct. 2018, Webb Assoc.

Figure 35 - EACP (2021) AM Peak Hour Intersection Volumes (Without Overpass)

Haun and Holland Mixed Use Center

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Source: Revised Traffic Impact Analysis, Oct. 2018, Webb Assoc.

Figure 36 - EACP (2021) AM Peak Hour Intersection Volumes (With Overpass)

Haun and Holland Mixed Use Center

EACP With Overpass. This scenario assumes there is an overpass at Holland Road in the cumulative condition. **Table GG – Intersection EACP With Overpass**, and **Table HH – Roadway EACP Scenario With Overpass** provide the projected delay and LOS at the study area intersections and roadways without off-site improvements. The AM and PM peak hour intersection turning movement volumes for this scenario are shown on **Figure 37 – EACP (2021) AM Peak Hour Intersection Volumes (With Overpass)** and **Figure 38 – EACP (2021) PM Peak Hour Intersection Volumes (With Overpass)**, respectively. LOS varies from LOS B to F for intersections and from LOS A to F for roadway segments and is based upon the geometrics proposed after the completion of the overpass for the study area.

Table EE – Intersection EACP With Overpass							
Intersection	Peak Hour	Without Project			With Project		
		Traffic Control	Delay (sec)	LOS	Traffic Control	Delay (sec)	LOS
1. Murrieta Road (NS) / Newport Road (EW)	AM	Signal	43.4	D	Signal	44.1	D
	PM		43.8	D		45.7	D
2. Bradley Road (NS) / Newport Road (EW)	AM	Signal	48.6	D	Signal	52.0	D
	PM		43.8	D		43.5	D
3. Haun Road (NS) / Newport Road (EW)	AM	Signal	36.0	D	Signal	39.7	D
	PM		45.2	D		54.4	D
4. I-215 SB Ramps (NS) / Newport Road (EW)	AM	Signal	20.5	C	Signal	21.9	C
	PM		21.9	C		23.7	C
5. I-215 NB Ramps (NS) / Newport Road (EW)	AM	Signal	21.0	C	Signal	22.4	C
	PM		25.6	C		26.7	C
6. Antelope Road (NS) / Newport Road (EW)	AM	Signal	50.4	D	Signal	51.6	D
	PM		61.7	E*		64.3	E*
7. Meniffee Road (NS) / Newport Road (EW)	AM	Signal	67.0	E	Signal	75.6	E
	PM		42.9	D		45.5	D
8. Bradley Road (NS) / La Piedra Road (EW)	AM	Signal	27.7	C	Signal	28.2	C
	PM		19.8	B		20.8	C
9. Bradley Road (NS) / Holland Road (EW)	AM	Signal	74.4	E	Signal	82.7	F
	PM		55.5	E		57.3	E
10. Town Center-Sherman Road (NS) / La Piedra Road (EW)	AM	Signal	27.6	C	Signal	29.0	C
	PM		29.9	C		31.0	C
11. Sherman Road (NS) / Holland Road (EW)	AM	TWSC	OFL	F	TWSC	OFL	F
	PM		OFL	F		OFL	F
12. Haun Road (NS) / Village-Market Drive (EW)	AM	Signal	15.6	B	Signal	17.5	B
	PM		28.9	C		32.9	C
13. Haun Road (NS) / Countryside Market Place (EW)	AM	Signal	13.6	B	Signal	10.6	B
	PM		28.9	C		31.6	C
14. Haun Road (NS) / La Piedra Road (EW)	AM	Signal	28.8	C	Signal	35.3	D
	PM		32.2	C		43.9	D
15. Haun Road (NS) /	AM	Signal	56.0	E	Signal	63.7	E

Table EE – Intersection EACP With Overpass

Intersection	Peak Hour	Without Project			With Project		
		Traffic Control	Delay (sec)	LOS	Traffic Control	Delay (sec)	LOS
Holland Road (EW)	PM		55.3	E		67.9	E
16. Haun-Zeiders Road (NS) / Scott Road (EW)	AM	Signal	73.5	E ¹	Signal	84.7	F
	PM		75.7	E ¹		87.4	F
17. I-215 SB Ramps (NS) / Scott Road (EW)	AM	Signal	12.2	B	Signal	12.0	B
	PM		12.8	B		12.6	B
18. I-215 NB Ramps (NS) / Scott Road (EW)	AM	Signal	20.5	C	Signal	21.0	C
	PM		20.9	C		21.1	C
19. Antelope Road (NS) / Scott Road (EW)	AM	Signal	38.8	D	Signal	40.6	D
	PM		37.0	D		36.4	D
20. Haun Road (NS) / Driveway 1 (EW)	AM	Does Not Exist			OWSC	13.2	B
	PM					17.1	C
21. Haun Road (NS) / Driveway 2 (EW)	AM	Does Not Exist			Signal	24.4	C
	PM					28.0	C
22. Antelope Road (NS) / Albion Lane (EW)	AM	OWSC	71.1	F	OWSC	91.3	F
	PM		OFL	F		OFL	F
23. Hanover Lane (NS) / Holland Road (EW)	AM	Signal	20.1	C	Signal	26.4	C
	PM		17.7	B		23.9	C
24. Palomar Road (NS) / Holland Road (EW)	AM	TWSC	126.9	F	TWSC	158.4	F
	PM		OFL	F		OFL	F
25. Menifee Road (NS) / Holland Road (EW)	AM	AWSC	14.0	B	AWSC	13.9	B
	PM		13.1	B		13.1	B

Source: WEBB-E, Table 5-13

Notes:

1. Classified as a “constrained intersection.” LOS E acceptable consistent with the City’s GP Policy C-1.2.

OWSC = One Way Stop Controlled; TWSC = Two Way Stop Controlled; AWSC = All Way Stop Controlled; OFL = Overflow conditions; Delay > 200 sec; **Bold text** = Exceeds LOS Standard

With implementation of the proposed Project and assuming a completed Overpass, the following study area intersections are expected to operate at an unacceptable LOS under this EACP scenario:

- 7. Menifee Road (NS) / Newport Road (EW)
- 9. Bradley Road (NS) / Holland Road (EW)
- 11. Sherman Road (NS) / Holland Road (EW)
- 15. Haun Road (NS) / Holland Road (EW)
- 16. Haun Road (NS) / Scott Road (EW)
- 22. Antelope Road (NS) / Albion Lane (EW)
- 24. Palomar Road (NS) / Holland Road (EW)

Table FF – Roadway EACP Scenario With Overpass

		Without Project						With Project			
Roadway Segment ¹	Roadway Classification	Lns ²	Roadway Capacity	EAC ³ ADT	Total ADT	V/C ⁴	LOS	Project Only ADT	Total ADT	V/C ⁴	LOS
Bradley Road											
1. Park Avenue to Newport Road	Secondary	2	12,950	2,830	19,010	1.47	F	520	19,530	1.51	F
2. Newport Road to La Piedra Road	Major	4	34,100	1,686	15,450	0.45	A	208	15,660	0.46	A
3. La Piedra Road to Holland Road	Major	4	34,100	1,304	10,830	0.32	A	520	11,350	0.33	A
Haun Road											
4. Newport Road to La Piedra Road	Major	4	34,100	641	23,820	0.70	B	7,786	31,600	0.93	E
5. La Piedra Road to Holland Road	Major	3	25,575	1,039	16,160	0.63	B	8,306	24,470	0.96	E
6. Holland Road to Scott Road	Major	2	17,050	4,268	15,570	0.91	E	1,040	16,610	0.97	E
Newport Road											
7. Murrieta Road to Bradley Road	Urban Arterial	6	56,300	5,978	42,800	0.76	C	1,040	43,840	0.78	C
8. Bradley Road to Haun Road	Urban Arterial	6	56,300	6,315	51,970	0.92	E	1,560	53,530	0.95	E
9. Haun Road to I-215 SB Ramps	Urban Arterial	8	87,000	1,875	59,590	0.68	B	5,603	65,190	0.75	C
10. I-215 NB Ramps to Antelope Road	Urban Arterial	8	87,000	6,229	74,700	0.86	D	1,248	75,950	0.87	D
11. Antelope Road to Menifee Road	Urban Arterial	6	56,300	4,906	44,270	0.79	C	936	45,200	0.80	D
La Piedra Road											
12. Sherman Road to Haun Road	Secondary	4	25,900	2,842	5,450	0.21	A	520	5,970	0.23	A
Scott Road											
13. Haun Road to I-215 SB Ramps	Urban Arterial	4	36,530	3,414	28,420	0.76	C	728	29,150	0.78	C
14. I-215 NB Ramps to Antelope Road	Urban Arterial	4	36,530	4,872	43,990	1.17	F	208	44,190	1.18	F
Holland Road											
15. Bradley Road to Sherman Road	Major	2	17,050	862	14,210	0.83	D	1,040	15,250	0.89	D
16. Sherman Road to Haun Road	Major	3	25,575	4,900	17,460	0.68	C	1,040	18,500	0.72	C

Table FF – Roadway EACP Scenario With Overpass

Roadway Segment ¹	Roadway Classification	Without Project						With Project			
		Lns ²	Roadway Capacity	EAC ³ ADT	Total ADT	V/C ⁴	LOS	Project Only ADT	Total ADT	V/C ⁴	LOS
17. Haun Road to Hanover Road	Major	4	34,100	6,500	14,310	0.42	A	1,248	15,560	0.46	A
18. Hanover Road to Palomar Road	Major	2	17,050	3,217	9,760	0.57	A	520	10,280	0.60	B
19. Palomar Road to Menifee Road	Major	2	17,050	2,245	8,780	0.51	A	520	9,300	0.55	A

Source: WEBB-E, Table 5-14

Notes:

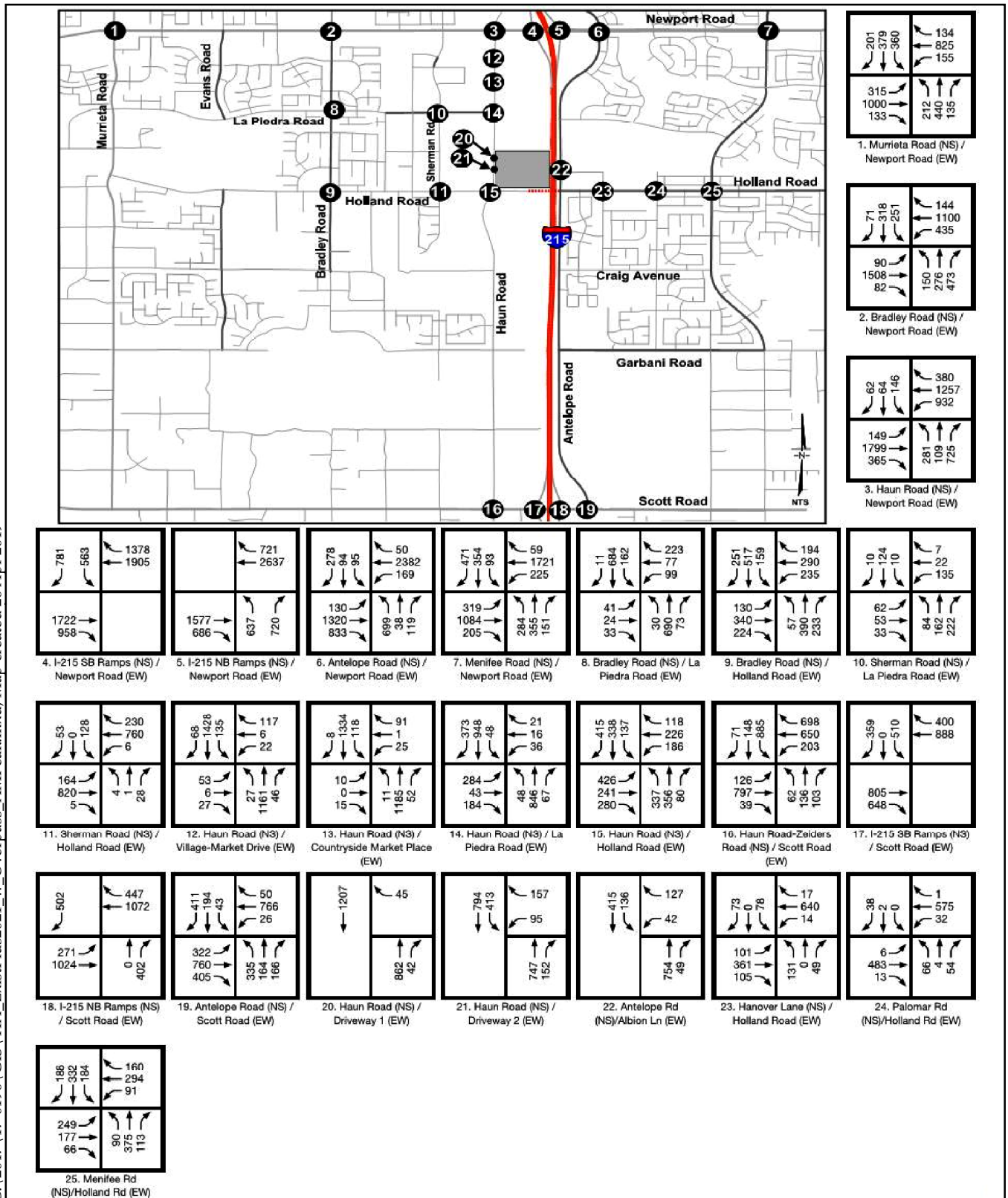
1. Roadway segment is in the City
2. Lns = Number of through lanes based on the City Circulation Element Traffic Study
3. EAC = Cumulative projects
4. V/C = volume-to-capacity ratio

Bold text = Roadway segment is expected to exceed its capacity based on the GP Roadway Classification

With implementation of the proposed Project and assuming a completed Overpass, the following study area roadway segments are expected to operate at an unacceptable LOS under this EACP scenario:

1. Bradley Road from Park Avenue to Newport Road
4. Haun Road from Newport Road to La Piedra Road
5. Haun Road from La Piedra to Holland Road
6. Haun Road from Holland Road to Scott Road
8. Newport Road from Bradley Road to Haun Road
14. Scott I-215 NB Ramps to Antelope Road

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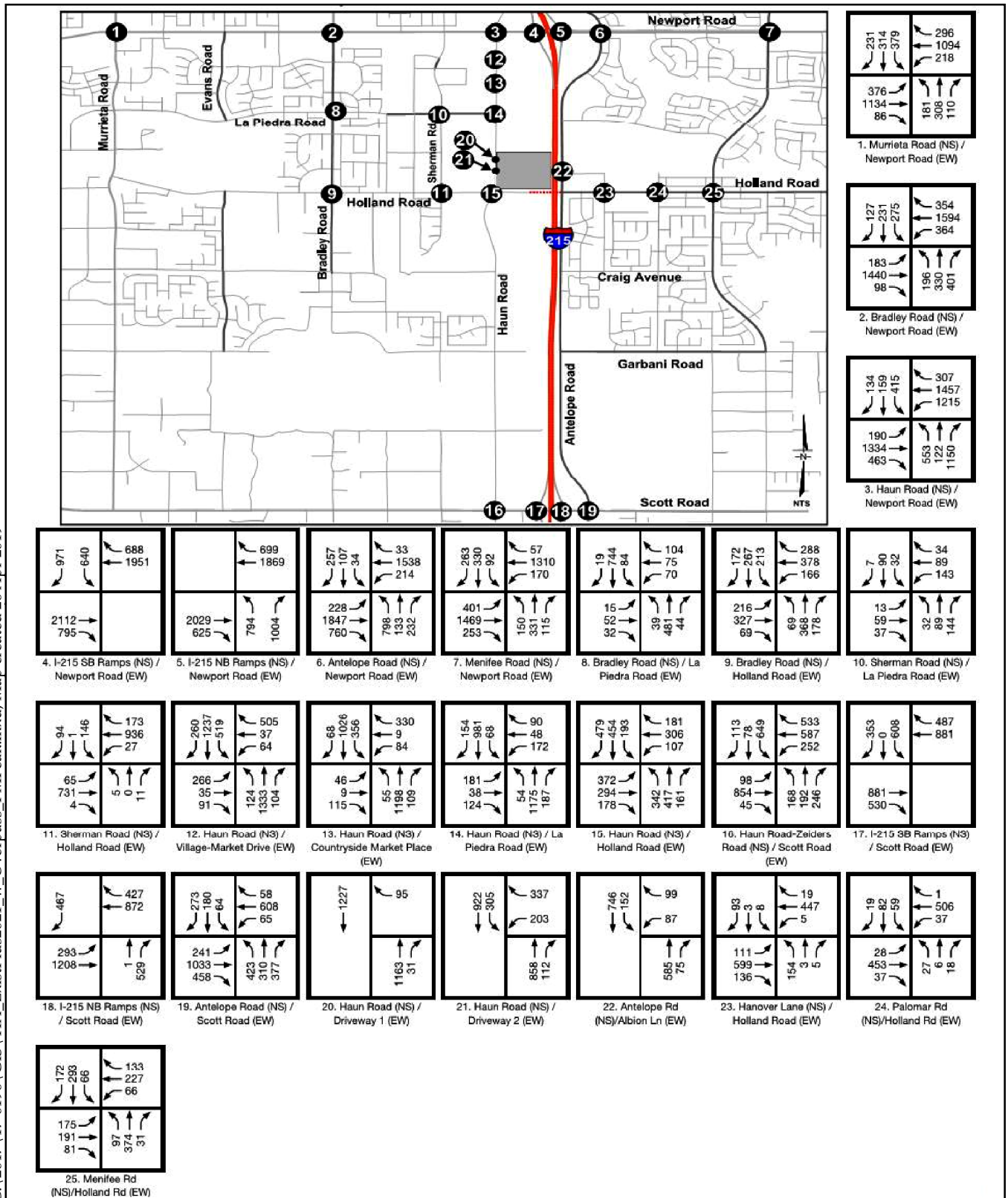


Source: Revised Traffic Impact Analysis, Oct. 2018, Webb Assoc.

Figure 37 - EACP (2021) AM Peak Hour Intersection Volumes (With Overpass)

Haun and Holland Mixed Use Center

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Source: Revised Traffic Impact Analysis, Oct. 2018, Webb Assoc.

Figure 38 - EACP (2021) Pm Peak Hour Intersection Volumes (With Overpass)

Haun and Holland Mixed Use Center

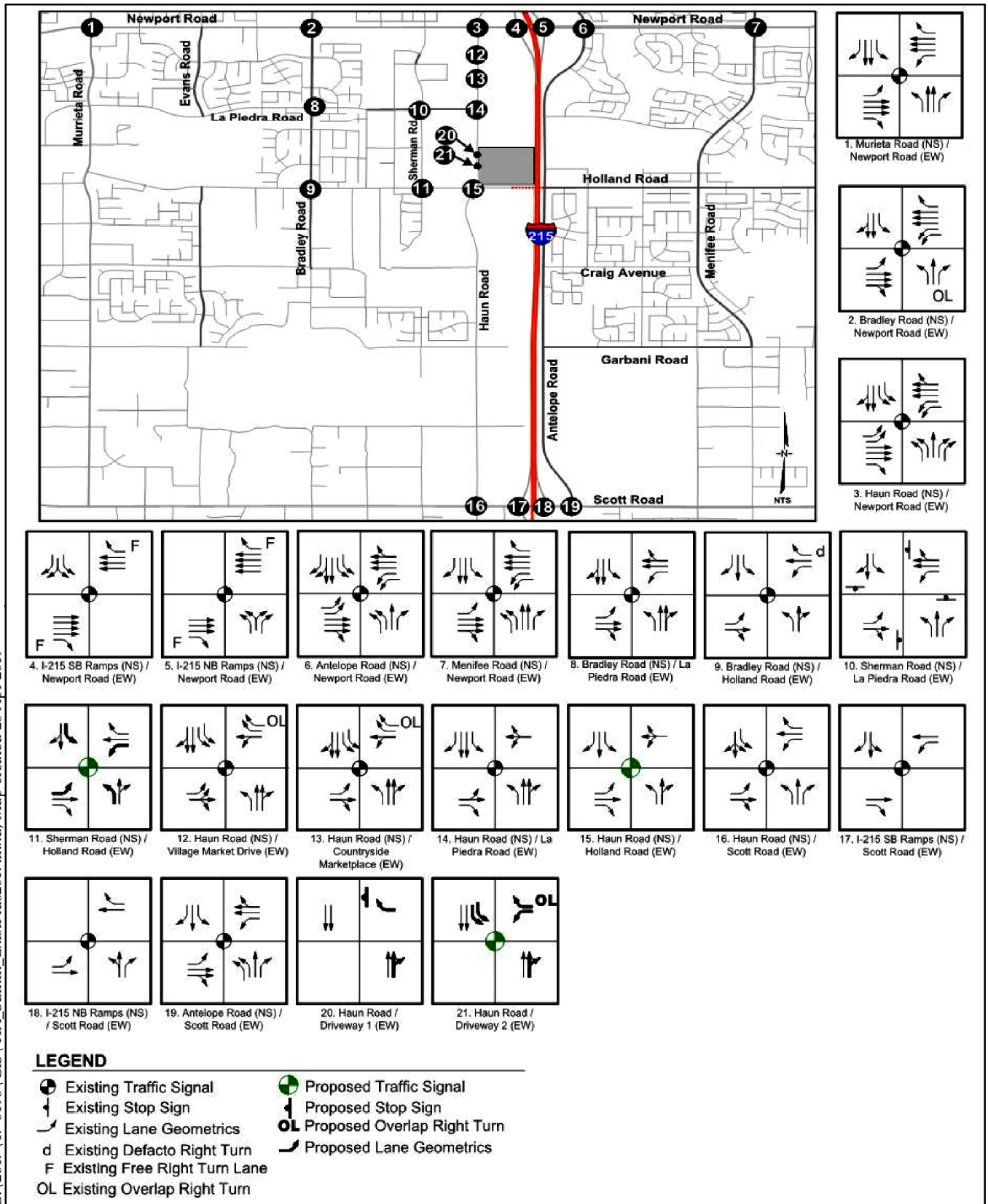
IMPROVEMENTS

The following discussion identifies improvement measures necessary to achieve satisfactory LOS with implementation of the proposed Project.

EP Scenario Improvements. Proposed improvement measures to achieve a satisfactory level of service at the study area intersections in the EP scenario are presented in **Table GG – Intersection Improvements for EP Scenario** and **Figure 39 – Intersection Improvements for Existing Plus Project (2017)**.

Table GG – Intersection Improvements for EP Scenario														
Intersection	Scenario	Northbound			Southbound			Eastbound			Westbound			Traffic Control
		L	T	R	L	T	R	L	T	R	L	T	R	
11. Sherman Road (NS) / Holland Road (EW)	Existing	S	1	S	S	1	S	S	1	1	S	1	1	TWSC
	Improvements	<u>1</u>	1	S	<u>1</u>	1	S	<u>1</u>	1	1	<u>1</u>	1	1	<u>Signal</u>
15. Haun Road (NS) / Holland Road (EW)	Existing	1	1	S	1	1	1	1	1	1	S	1	S	AWSC
	Improvements	1	1	S	1	1	1	1	1	1	S	1	S	<u>Signal</u>
20. Haun Road (NS) / Driveway 1 (EW)	Existing	NA	1	NA	NA	2	NA	NA	NA	NA	NA	NA	NA	NA
	PDF	NA	<u>2</u>	<u>S</u>	NA	2	NA	NA	NA	NA	NA	NA	<u>1</u>	<u>OWSC</u>
21. Haun Road (NS) / Driveway 2 (EW)	Existing	NA	1	NA	NA	2	NA	NA	NA	NA	NA	NA	NA	NA
	PDF	NA	<u>2</u>	<u>S</u>	<u>2</u>	2	NA	NA	NA	NA	<u>1</u>	NA	<u>1OL</u>	<u>Signal</u>
Source: WEBB-E, Table 6-1														
Notes:														
OWSC = One Way Stop Controlled; TWSC = Two Way Stop Controlled; AWSC = All Way Stop Controlled; NA = Not Applicable; S = Lane is shared with through movement; LR = Lane shared by left-turn and right-turn movements; d = Defacto right-turn lane; OL = Overlapping right-turn; F = Free right-turn movement; A = Lane shared by left-turn, through and right-turn movements; PDF = Project Design Features														

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Source: Revised Traffic Impact Analysis, Oct. 2018, Webb Assoc.

Figure 39 - Intersection Improvements for Existing Plus Project (2017)

Haun and Holland Mixed Use Center

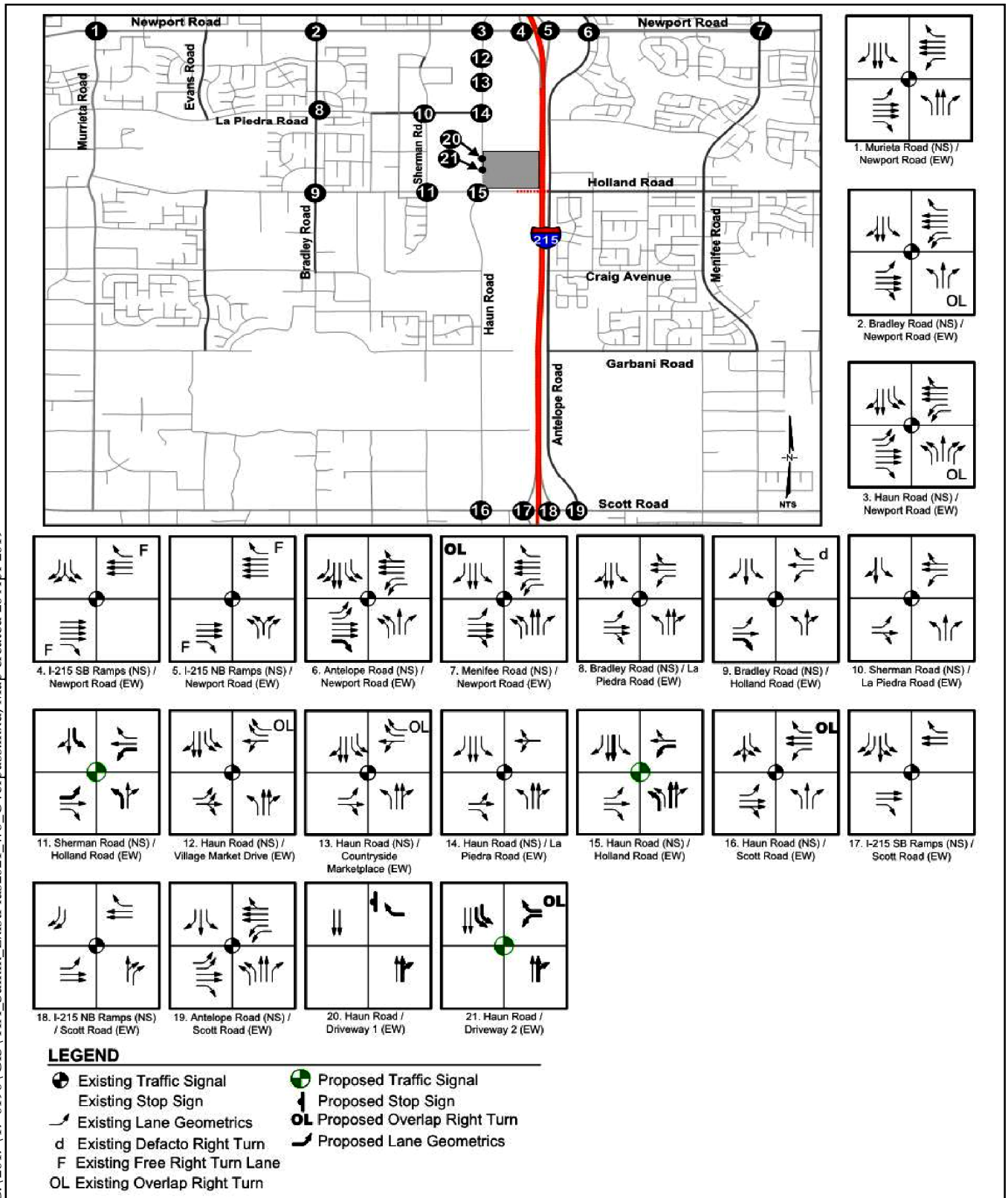
Proposed improvement measures to achieve a satisfactory level of service at the study area roadway segments in the EP scenario are presented in **Table OO – Roadway Improvements for EP Scenario**.

Table HH – Roadway Improvements for EP Scenario			
Roadway Segment ¹	Roadway Classification	Lanes	
		Existing	Improved
Bradley Road			
1. Park Avenue to Newport Road ²	Secondary	2	4
2. Newport Road to La Piedra Road ³	Major	4	4
Scott Road			
13. Haun Road to I-215 SB Ramps ⁴	Urban Arterial	2	4
14. I-215 NB Ramps to Antelope Road ⁴	Urban Arterial	2	6
Source: WEBB-E, Table 6-2			
Notes:			
1. Roadway segment is in City			
2. Roadway is failing under existing conditions project and will contribute fair share toward the proposed improvement.			
3. Roadway is built to its ultimate condition; no further improvements have been proposed in accordance with the City's GP. Therefore, fair share would be collected toward the failing roadway segment.			
4. Future near term improvement of the Scott Interchange prior to the project's opening year would result in the widening of this failing segment, which would improve existing conditions.			

EACP Without Overpass Improvements. Proposed improvement measures to achieve a satisfactory LOS at study area intersections in the EACP scenario without completion of the Overpass are presented in **Table II – Intersection Improvements for EACP Without Overpass Scenario** and **Figure 40 – Intersection Improvements for EACP (2021) (Without Overpass)**.

Table II – Intersection Improvements for EACP Without Overpass Scenario														
Intersection	Scenario	Northbound			Southbound			Eastbound			Westbound			Traffic Control
		L	T	R	L	T	R	L	T	R	L	T	R	
6. Antelope Road (NS) / Newport Road (EW)	EAC No Overpass	2	1	1	2	2	S	2	3	S	2	3	S	Signal
	Improvements	2	1	1	2	2	S	2	3	<u>1</u>	2	3	S	Signal
7. Menifee Road (NS) / Newport Road (EW)	EAC No Overpass	2	2	1	1	2	1	1	3	S	2	3	1	Signal
	Improvements	2	2	1	1	2	<u>1OL</u>	1	3	S	2	3	1	Signal
9. Bradley Road (NS) / Holland Road (EW)	EAC No Overpass	1	1	S	1	1	1	1	1	S	1	1	1d	Signal
	Improvements	1	1	S	1	1	1	1	1	<u>1</u>	1	1	1d	Signal
11. Sherman Road (NS) / Holland Road (EW)	EAC No Overpass	S	1	S	S	1	S	S	1	1	S	1	1	TWSC
	Improvements	<u>1</u>	1	S	<u>1</u>	1	S	<u>1</u>	1	1	<u>1</u>	1	1	<u>Signal</u>
15. Haun Road (NS) / Holland Road (EW)	EAC No Overpass	1	1	S	1	1	1	1	1	1	S	1	S	AWSC
	Improvements	<u>2</u>	<u>2</u>	S	1	<u>2</u>	1	1	1	1	<u>1</u>	1	S	<u>Signal</u>
16. Haun-Zeiders Road (NS) / Scott Road (EW)	EAC No Overpass	1	1	1	1	A	NA	1	2	S	1	2	1	Signal
	Improvements	1	1	1	1	A	NA	1	2	S	1	2	<u>1OL</u>	Signal
Source: WEBB-E, Table 6-1 OWSC = One Way Stop Controlled; TWSC = Two Way Stop Controlled; AWSC = All Way Stop Controlled; NA = Not Applicable; S = Lane is shared with through movement; LR = Lane shared by left-turn and right-turn movements; d = Defacto right-turn lane; OL = Overlapping right-turn; F = Free right-turn movement; A = Lane shared by left-turn, through and right-turn movements; PDF = Project Design Features														

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Source: Revised Traffic Impact Analysis, Oct. 2018, Webb Assoc.

Figure 40 - Intersection Improvements for EACP (2021) (Without Overpass)

Haun and Holland Mixed Use Center

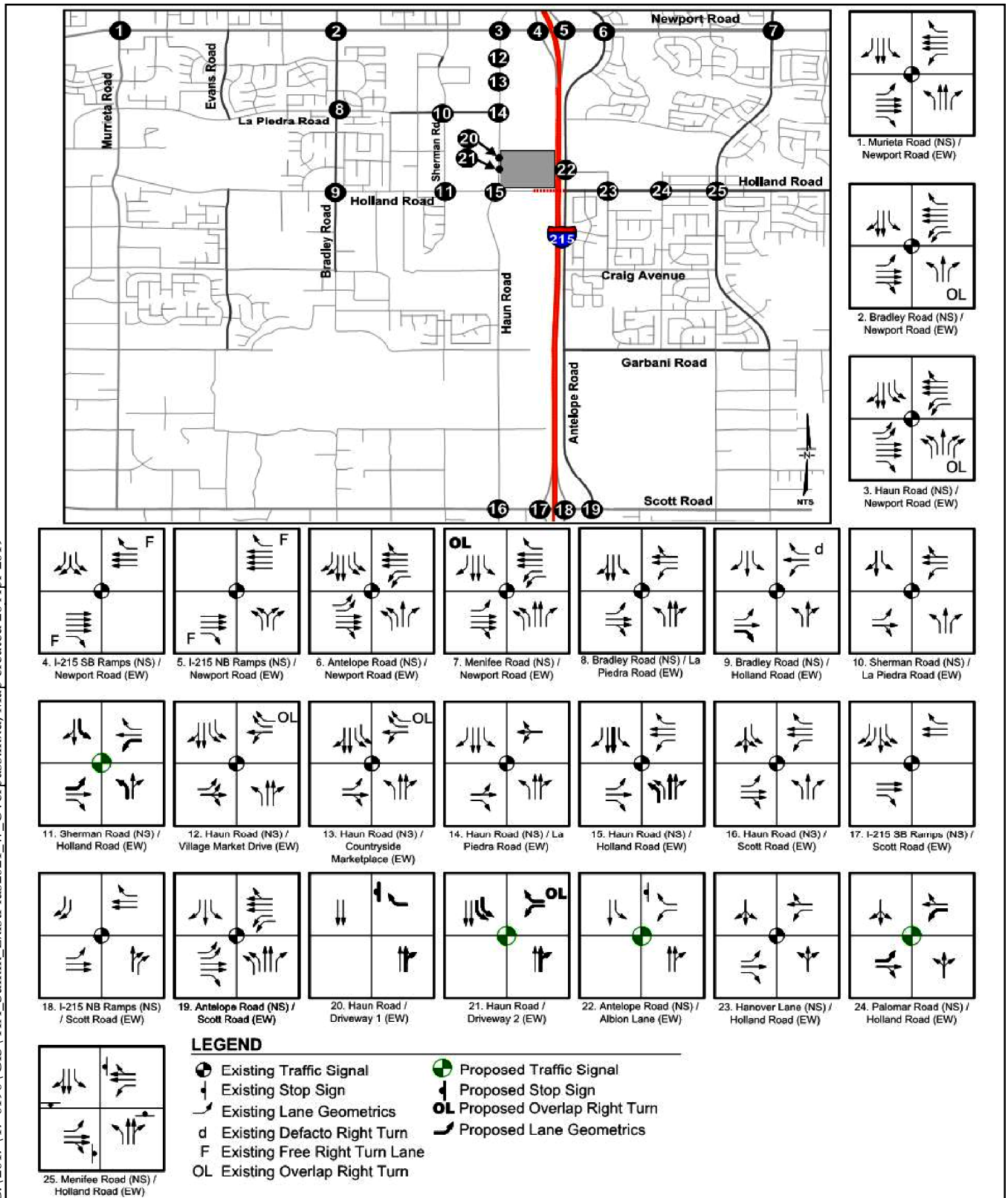
Proposed improvement measures in order to achieve a satisfactory LOS at study roadway segments in the EACP without completion of the Overpass are presented in **Table JJ – Roadway Improvements for EACP Without Overpass Scenario**.

Table JJ – Roadway Improvements for EACP Without Overpass Scenario			
Roadway Segment ¹	Roadway Classification	Lanes	
		Existing	Improved
Bradley Road			
1. Park Avenue to Newport Road	Secondary	2	4
Haun Road			
4. Newport Road to La Piedra Road ²	Major	4	4
5. La Piedra Road to Holland Road	Major	3	4
6. Holland Road to Scott Road	Major	2	4
Newport Road			
8. Bradley Road to Haun Road ³	Urban Arterial	6	6
La Piedra Road			
12. Sherman Road to Haun Road ²	Secondary	4	4
Scott Road			
13. Haun Road to I-215 SB Ramps ⁴	Urban Arterial	2	4
14. I-215 NB Ramps to Antelope Road ⁴	Urban Arterial	2	6
Source: WEBB-E, Table 6-4			
Notes:			
1. Roadway segment is in City			
2. Roadway is built to its ultimate conditions. However the intersections operate at acceptable levels of service, therefore the roadway segments are also considered to be operating at acceptable conditions since the intersections in between are the driving factors of traffic flow			
3. Segment's fair share contribution would be used toward the Newport Road eastbound approach re-striping from Paloma Wash to the I-215 SB NB On-Ramp.			
4. Phase II improvement of the Scott Interchange prior to the project's opening year would result in the widening of this failing segment, which would improve conditions. Also, Phase I of the Scott Road Interchange project improves the intersections operate at acceptable levels of service, therefore the roadway segments are also considered to be operating at acceptable conditions since the intersections in between are the driving factors of traffic flow.			

EACP With Overpass Scenario Improvements. Proposed improvements measures in order to achieve a satisfactory LOS at study area intersections in the EACP with completion of the Overpass as presented in **Table KK – Intersection Improvements for EACP With Overpass Scenario** and **Figure 41 – Intersection Improvements for EACP (2021) (With Overpass)**.

Table KK – Intersection Improvements for EACP With Overpass Scenario														
Intersection	Scenario	Northbound			Southbound			Eastbound			Westbound			Traffic Control
		L	T	R	L	T	R	L	T	R	L	T	R	
7. Menifee Road (NS) / Newport Road (EW)	EAC With Overpass	2	2	1	1	2	1	1	3	S	2	3	1	Signal
	Improvements	2	2	1	1	2	<u>1OL</u>	1	3	S	2	3	1	Signal
9. Bradley Road (NS) / Holland Road (EW)	EAC With Overpass	1	1	S	1	1	1	1	1	S	1	1	1d	Signal
	Improvements	1	1	S	1	1	1	1	1	<u>1</u>	1	1	1d	Signal
11. Sherman Road (NS) / Holland Road (EW)	EAC With Overpass	S	1	S	S	1	S	S	1	1	S	1	1	TWSC
	Improvements	<u>1</u>	1	S	<u>1</u>	1	S	<u>1</u>	1	1	<u>1</u>	1	1	<u>Signal</u>
15. Haun Road (NS) / Holland Road (EW)	EAC With Overpass	1	1	1	1	1	1	1	1	1	1	2	1	Signal
	Improvements	<u>2</u>	<u>2</u>	<u>S</u>	1	<u>2</u>	1	1	1	1	1	2	1	
24. Palomar Road (NS) / Holland Road (EW)	EAC With Overpass	S	1	S	S	1	S	S	1	S	S	1	1	TWSC
	Improvements	S	1	S	S	1	S	<u>1</u>	1	S	<u>1</u>	1	<u>S</u>	<u>Signal</u>
Source: WEBB-E, Table 6-5														
Notes:														
OWSC = One Way Stop Controlled; TWSC = Two Way Stop Controlled; AWSC = All Way Stop Controlled; NA = Not Applicable; S = Lane is shared with through movement; LR = Lane shared by left-turn and right-turn movements; d = Defacto right-turn lane; OL = Overlapping right-turn; F = Free right-turn movement; A = Lane shared by left-turn, through and right-turn movements; PDF = Project Design Features														

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Source: Revised Traffic Impact Analysis, Oct. 2018, Webb Assoc.

Figure 41 - Intersection Improvements for EACP (2021) (With Overpass)

Haun and Holland Mixed Use Center

Proposed improvements measures in order to achieve a satisfactory LOS at study area roadway segments in the EACP with completion of the Overpass as presented in **Table LL – Roadway Improvements for EACP With Overpass Scenario**.

Table LL – Roadway Improvements for EACP Without Overpass Scenario			
Roadway Segment ¹	Roadway Classification	Lanes	
		Existing	Improved
Bradley Road			
1. Park Avenue to Newport Road	Secondary	2	4
Haun Road			
4. Newport Road to La Piedra Road ²	Major	4	4
5. La Piedra Road to Holland Road	Major	3	4
6. Holland Road to Scott Road	Major	2	4
Newport Road			
8. Bradley Road to Haun Road ³	Urban Arterial	6	6
La Piedra Road			
12. Sherman Road to Haun Road ²	Secondary	4	4
Scott Road			
14. I-215 NB Ramps to Antelope Road ⁴	Urban Arterial	2	6
Source: WEBB-E, Table 6-6			
Notes:			
1. Roadway segment is in City			
2. Roadway is built to its ultimate conditions. However the intersections operate at acceptable levels of service, therefore the roadway segments are also considered to be operating at acceptable conditions since the intersections in between are the driving factors of traffic flow			
3. Segment's fair share contribution would be used toward the Newport Road eastbound approach re-striping from Paloma Wash to the I-215 SB NB On-Ramp.			
4. Phase II improvement of the Scott Interchange prior to the project's opening year would result in the widening of this failing segment, which would improve conditions. Also, Phase I of the Scott Road Interchange project improves the intersections operate at acceptable levels of service, therefore the roadway segments are also considered to be operating at acceptable conditions since the intersections in between are the driving factors of traffic flow.			

LEVEL OF SIGNIFICANCE AFTER IMPLEMENTATION OF IMPROVEMENTS

The following discussion provides LOS and level of significance after implementation of improvements for each scenario.

EP Scenario With Improvements. The projected delay and LOS at the study intersections and under this scenario with improvements are provided in **Table MM – Intersection EP Scenario (With Improvements)**, below. Table only reflects intersections demonstrated to operate at an unacceptable LOS with implementation of the Project in the EP scenario.

Table MM – Intersection EP Scenario (With Improvements)							
Intersection	Peak Hour	Without Improvements			With Improvements		
		Traffic Control	Delay (sec)	LOS	Traffic Control	Delay (sec)	LOS
11. Sherman Road (NS) / Holland Road (EW)	AM	TWSC	70.0	F	Signal	13.9	B
	PM		38.0	E		12.5	B
15. Haun Road (NS) / Holland Road (EW)	AM	AWSC	45.8	E	Signal	41.7	D
	PM		49.6	E		36.8	D
Source: WEBB-E, Table 5-3							
Notes:							
TWSC = Two Way Stop Controlled; AWSC = All Way Stop Controlled; OFL = Overflow conditions; Delay > 200 sec; Bold text = Exceeds LOS Standard							

With the implementation of improvements all study area intersections would operate at an acceptable LOS D or better. With implementation of conditions of approval, PDF's, GP mitigation measures and mitigation measure **MM TRANS-1** through **MM TRANS-3**, impacts are less than significant.

The projected delay and LOS at study area roadway segments under the EP scenario with implementation of improvements are provided in **Table NN – Roadway EP Scenario (With Improvements)**, below. Table only reflects intersections demonstrated to operate at an unacceptable LOS with implementation of the Project in the EP scenario.

Table NN – Roadway EP Scenario (With Improvements)												
		Without Improvements					With Improvements					
Roadway Segment ¹	Roadway Classification	Lns ²	Roadway Capacity	Total ADT	V/C ³	LOS	Lns ²	Roadway Capacity	Project Only ADT	Total ADT	V/C ³	LOS
Bradley Road												
1. Park Avenue to Newport Road ⁴	Secondary	2	12,950	15,500	1.20	F	4	25,900	520	15,500	0.60	B
Haun Road												
4. Newport Road to La Piedra Road	Major	4	34,100	31,650	0.93	E	4	34,100	8,826	31,650	0.93	E
Scott Road												
13. Haun Road to I-215 NB Ramps ⁶	Urban Arterial	2	18,770	27,040	1.44	F	4	36,530	936	27,040	0.74	C
14. I-215 NB Ramps to Antelope Road	Urban Arterial	2	18,770	40,590	2.16	F	6	56,300	416	40,590	0.72	C
Source: WEBB-E, Table 5-4												
Notes:												
1. Roadway segment is in the City.												
2. Lns = Number of through lanes based on the City Circulation Element Traffic Study.												
3. V/C = volume to capacity ratio.												
4. Roadway is failing under existing conditions. However, the intersections operate at acceptable levels of service. Therefore, the roadway segments are also considered to be operating at acceptable conditions since the intersections in between are the driving factors of traffic flow. Project would contribute fair share toward future improvements.												
5. Roadway is built to its ultimate condition; however the intersections operate at acceptable levels of service, therefore, the roadway segments are also considered to be operating at acceptable conditions since the intersections in between are the driving factors of traffic flow												
6. Future near term improvement of the Scott Interchange prior to the project's opening year would result in the widening of this failing segment, which would improve existing conditions. Phase I of the Scott Road Interchange project improves the intersections operate at an acceptable level of service; therefore the roadway segments are also considered to be operating at acceptable conditions since the intersections in between are the driving factors of traffic flow.												
Bold text = Roadway segment is expected to exceed its capacity based on the GP Roadway Classification												

With the implementation of recommended improvements the following study area roadways would operate at an acceptable LOS C or better with the exception of the following study area roadway segment:

4. Haun Road from Newport Road to La Piedra Road

This roadway segment is failing under existing conditions. However, the intersections operate at acceptable LOS so the roadway segments are also considered to be operating at acceptable conditions since the intersections in between are the driving factors of traffic flow. With implementation of conditions of approval, PDF's, GP mitigation measures and mitigation measure **MM TRANS-1** through **MM TRANS-3**, impacts are less than significant.

EACP Scenario Without Overpass With Improvements. The projected delay and LOS at the study intersections under the EACP without overpass scenario with improvements are provided in **Table OO – Intersection EACP Scenario Without Overpass (With Improvements)**, below.

Table OO – Intersection EACP Scenario Without Overpass (With Improvements)							
Intersection	Peak Hour	Without Improvements			With Improvements		
		Traffic Control	Delay (sec)	LOS	Traffic Control	Delay (sec)	LOS
6. Antelope Road (NS) / Newport Road (EW)	AM	Signal	66.7	E ¹	Signal	64.8	E ¹
	PM		104.0	F		61.1	E ¹
7. Menifee Road (NS) / Newport Road (EW)	AM	Signal	109.4	F	Signal	46.1	D
	PM		47.6	D		33.2	C
9. Bradley Road (NS) / Holland Road (EW)	AM	Signal	68.5	E	Signal	44.4	D
	PM		48.8	D		47.3	D
11. Sherman Road (NS) / Holland Road (EW)	AM	TWSC	OFL	F	Signal	34.4	C
	PM		84.0	F		15.5	B
15. Haun Road (NS) / Holland Road (EW)	AM	AWSC	136.2	F	Signal	41.2	D
	PM		146.8	F		41.9	D
16. Haun-Zeiders Road (NS) / Scott Road (EW)	AM	Signal	165.3	F	Signal	72.7	E ¹
	PM		83.1	F		64.9	E ¹
Source: WEBB-E, Table 5-9							
Notes:							
1. Classified as a “constrained intersection.” LOS E acceptable consistent with the City’s GP Policy C-1.2.							
TWSC = Two Way Stop Controlled; AWSC = All Way Stop Controlled; OFL = Overflow conditions; Delay > 200 sec; Bold text = Exceeds LOS Standard							

With implementation of recommended improvements, the study area intersections would operate at an acceptable LOS D or better with the exception of the following:

6. Antelope Road (NS) / Newport Road (EW)

16. Haun-Zeiders Road (NS) / Scott Road (EW)

However, while these intersections would operate at LOS E, these have been classified as constrained intersections with LOS E being an acceptable LOS. With implementation of conditions of approval, PDF's, GP mitigation measures and mitigation measure MM TRANS-1 through MM TRANS-3, impacts are less than significant.

EACP Scenario Without Overpass With Improvements. The projected delay and LOS at the study area roadway segments under the EACP without completion of the Overpass with implementation of improvements are presented in **Table FF – Roadway EACP Scenario Without Overpass (With Improvements)**, below.

Table PP – Roadway EACP Scenario Without Overpass (With Improvements)													
		Without Improvements						With Improvements					
Roadway Segment ¹	Roadway Classification	Lns ²	Roadway Capacity	Cumulative Project ADT	Total ADT	V/C ³	LOS	Lns ²	Roadway Capacity	Project Only ADT	Total ADT	V/C ³	LOS
Bradley Road													
1. Park Avenue to Newport Road	Secondary	2	12,950	3,230	19,930	1.54	F	4	25,900	520	19,930	0.77	C
Haun Road													
4. Newport Road to La Piedra Road ⁴	Major	4	34,100	1,109	34,580	0.99	F	4	34,100	8,826	34,580	0.99	F
5. La Piedra Road to Holland Road	Major	3	25,575	1,953	24,410	0.95	E	4	34,100	9,346	24,410	0.72	C
6. Holland Road to Scott Road	Major	2	17,050	2,906	15,880	0.93	E	4	34,100	1,248	15,880	0.47	A
Newport Road													
8. Bradley Road to Haun Road ⁵	Urban Arterial	6	56,300	7,749	56,500	1.00	F	6	56,300	1,560	56,500	1.00	F
Scott Road													
14. I-215 NB Ramps to Antelope Road	Urban Arterial	4	36,530	5,618	49,420	1.32	F	6	56,300	416	49,420	0.88	D
Source: WEBB-E, Table 5-10													
Notes:													
1. Roadway segment is in the City.													
2. Lns = Number of through lanes based on the City Circulation Element Traffic Study.													
3. V/C = volume to capacity ratio.													
4. Roadway is built to its ultimate condition; however the intersections operate at acceptable levels of service, therefore, the roadway segments are also considered to be operating at acceptable conditions since the intersections in between are the driving factors of traffic flow.													
5. Segment's fair share contribution would be used toward the Newport Road eastbound approach re-striping from Paloma Wash to the I-215 SB NB On-Ramp.													
Bold text = Roadway segment is expected to exceed its capacity based on the GP Roadway Classification													

With the implementation of recommended improvements, the study area intersections would operate at an acceptable LOS D or better with the exception of the following roadway segments:

4. Haun Road from Newport Road to La Piedra
8. Newport Road from Bradley Road to Haun Road

However, with respect to roadway segment #4, the roadway is built to its ultimate conditions, but the intersections operate at acceptable levels of service. Hence, the roadway segments are also considered to be operating at acceptable conditions since the intersections in between are the driving factors of traffic flow. With respect to roadway segment #8, the Project would pay a fair share contribution which would be used toward the Newport Road eastbound approach re-striping from Paloma Wash to the I-215 SB NB On-Ramp. With implementation of conditions of approval, PDF's, GP mitigation measures and mitigation measure MM TRANS-1 through MM TRANS-3, impacts are less than significant.

EACP Scenario With Overpass (With Improvements). The projected delay and LOS at the study area intersections with completed Overpass under this scenario with improvements is presented in **Table QQ – Intersection EACP Scenario With Overpass (With Improvements)**, below.

Table QQ – Intersection EACP Scenario With Overpass (With Improvements)							
Intersection	Peak Hour	Without Improvements			With Improvements		
		Traffic Control	Delay (sec)	LOS	Traffic Control	Delay (sec)	LOS
7. Meniffee Road (NS) / Newport Road (EW)	AM	Signal	75.6	E	Signal	37.7	D
	PM		45.5	D		34.9	C
9. Bradley Road (NS) / Holland Road (EW)	AM	Signal	82.7	F	Signal	51.1	D
	PM		57.3	E		54.5	D
11. Sherman Road (NS) / Holland Road (EW)	AM	TWSC	OFL	F	Signal	26.3	C
	PM		OFL	F		20.8	C
15. Haun Road (NS) / Holland Road (EW)	AM	Signal	63.7	E	Signal	37.9	D
	PM		67.9	E		38.6	D
16. Haun-Zeiders Road (NS) / Scott Road (EW)	AM	Signal	84.7	F	Signal	59.9	E ¹
	PM		87.4	F		51.8	D
22. Antelope Road (NS) / Albion Lane (EW)	AM	OWSC	91.3	F	Signal	15.4	B
	PM		OFL	F		14.0	B
24. Palomar Road (NS) / Holland Road (EW)	AM	TWSC	158.4	F	Signal	13.4	B
	PM		OFL	F		17.9	B
Source: WEBB-E, Table 5-15							
Notes:							
1. Classified as a “constrained intersection” and LOS E is acceptable consistent with the City’s GP Policy C-1.2.							
OWSC = One Way Stop Controlled; TWSC = Two Way Stop Controlled; OFL = Overflow conditions; Delay > 200 sec; Bold text = Exceeds LOS Standard							

With implementation of recommended improvements, the study area intersections would operate at an acceptable LOS D or better with the exception of the following:

16. Haun-Zeiders Road (NS) / Scott Road (EW)

However, while this intersection would operate at LOS E, this has been classified as constrained intersections with LOS E being an acceptable LOS. With implementation of conditions of approval, PDF's, GP mitigation measures and mitigation measure **MM TRANS-1** through **MM TRANS-3**, impacts are less than significant.

EACP Scenario With Overpass (With Improvements). The projected delay and LOS for study area roadway segments with completed Overpass with improvements is presented in **Table RR – Roadway EACP Scenario With Overpass (With Improvements)**, below.

Table RR – Roadway EACP Scenario With Overpass (With Improvements)													
Roadway Segment ¹	Roadway Classification	Without Improvements						With Improvements					
		Lns ²	Roadway Capacity	EAC ³ ADT	Total ADT	V/C ⁴	LOS	Lns ²	Roadway Capacity	Project Only ADT	Total ADT	V/C ⁴	LOS
Bradley Road													
1. Park Avenue to Newport Road	Secondary	2	12,950	2,830	19,530	1.51	F	4	25,900	520	19,530	0.75	C
Haun Road													
4. Newport Road to La Piedra Road ⁵	Major	4	34,100	641	31,600	0.93	E	4	34,100	7,786	31,600	0.93	E
5. La Piedra Road to Holland Road	Major	3	25,575	1,039	24,470	0.96	E	4	34,100	8,306	24,470	0.72	C
6. Holland Road to Scott Road	Major	2	17,050	4,268	16,610	0.97	E	4	34,100	1,040	16,610	0.49	A
Newport Road													
8. Bradley Road to Haun Road ⁶	Urban Arterial	6	56,300	6,315	53,530	0.95	E	6	56,300	1,560	53,530	0.95	E
Scott Road													
14. I-215 NB Ramps to Antelope Road	Urban Arterial	4	36,530	4,872	44,190	1.18	F	6	56,300	208	44,190	0.78	C
Source: WEBB-E, Table 5-16													
Notes:													
1. Roadway segment is in the City.													
2. Lns = Number of through lanes based on the City Circulation Element Traffic Study.													
3. EAC = Cumulative projects													
4. V/C = volume to capacity ratio.													
5. Roadway is built to its ultimate condition; however the intersections operate at acceptable levels of service, therefore, the roadway segments are also considered to be operating at acceptable conditions since the intersections in between are the driving factors of traffic flow.													
6. Segment's 8 fair share contribution would be used toward the Newport Road eastbound approach re-striping from Paloma Wash to the I-215 SB NB On-Ramp.													
Bold text = Roadway segment is expected to exceed its capacity based on the GP Roadway Classification													

With implementation of recommended improvements, the study area roadway segments would operate at an acceptable LOS D or better with the exception of the following:

4. Haun Road from Newport Road to La Piedra Road
8. Newport Road from Bradley Road to Haun Road

However, these roadways have built to their ultimate conditions, but the intersections operate at acceptable LOS. Hence, the roadway segments are also considered to be operating at acceptable conditions since the intersections in between are the driving factors of traffic flow. With implementation of conditions of approval, PDF's, GP mitigation measures and mitigation measure **MM TRANS-1** through **MM TRANS-3**, impacts are less than significant.

CONCLUSION

The proposed Project is responsible to provide mitigation for those intersections and roadway segments that operate at an unacceptable LOS due to the implementation of the Project. However, as stated above, no intersections that currently operate at an acceptable LOS will operate at an unacceptable level of service because of the Project. Traffic mitigation is typically in the form of physical improvements to the intersection or roadway segment that are engineered to enable more cars and trucks to pass through an intersection or along a roadway. Traffic mitigation may also be in the form of fair share contributions towards funds that will be available at a future date to the responsible jurisdiction to make physical improvements. The proposed Project will be required to provide both physical improvements and fair share contributions. With implementation of conditions of approval, GP mitigation measures, PDF's, and mitigation measures **MM TRANS-1** through **MM TRANS-3**, the Project's traffic impacts would be less than significant with mitigation incorporated.

THRESHOLD XVII.B: Less Than Significant Impact. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

General Plan EIR Summary

This threshold question was not discussed in the GP EIR because this threshold did not exist at the time of the GP EIR's certification.

Project Impact Discussion

Senate Bill 743 (SB743) was passed by the California State Legislature and signed into law by Governor Brown in 2013. SB 743 required the Office of Planning and Research and the California Natural Resources Agency to develop alternative methods of measuring transportation impacts under CEQA. In December 2018, the California Natural Resources Agency finalized updates to the State CEQA Guidelines, which included SB743. Section 15064.3 of the 2019 CEQA Guidelines provide that transportation impacts of projects are, in general, best measured by evaluating the project's vehicle miles traveled (VMT). Automobile delay (often called Level of Service) will no longer be considered to be an environmental impact under CEQA. Automobile delay can, however, still be used by agencies to determine local operational impacts.

The provisions of this section are not mandatory until July 1, 2020; however, local agencies may choose to opt in before that date. At the time of preparation of this report, the City of Menifee has not updated their procedures to analyze VMT; thus, this Project is not currently subject to section 15064.3 of the 2019 CEQA Guidelines. This MND and the Project's Traffic Impact Analysis (WEBB-E) follows current guidelines with regards to state and City requirements. In the

interest of full disclosure, per CalEEMod, the Project will generate approximately 40,606 annual VMT per capita¹⁸. The proposed Project will have a less than significant impact and no mitigation measures are required.

THRESHOLD XVII.C: Less Than Significant Impact. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

General Plan EIR Summary

Buildout of the GP would result in some changes to the City's circulation network but would not increase hazards or impact emergency access due to design features. Several modifications to the currently adopted County highway cross-sections were recommended in order to accommodate a broader array of traffic volume conditions and modes; to provide appropriate lane capacities within limited right-of-way (ROW); and to provide more detailed information on lane configurations, shoulders, medians, etc. Higher volume streets were designed with shoulders to accommodate exclusive bike lanes or share neighborhood electric vehicles (NEV)/bike lanes. Sidewalks may be curb-adjacent or separated from the roadway by a landscaped parkway or on-street parking, subject to approval. All future roadway system improvements associated with development and redevelopment activates under the GP would be designed in accordance with the established roadway design standards, some of which have also been incorporated into the Circulation Element of the GP.

In addition to functional classifications, the plan identifies "enhanced intersection" locations (additional lanes/right-of-way required within 600 feet of the intersection) and "connectivity analysis zones" (roadway alignments, intersections geometrics and traffic control features subject to future assessment). The proposed City wide roadway network identifies four connectivity analysis zones that may be subject to review and future consideration by the City. These areas have been highlighted to recognize that additional evaluation of the roadway alignments, intersection geometrics, and traffic control features are needed. The traffic study identified a connectivity analysis zone for the State Route 74/Ethanac Road convergence area. Matthews Road (SR-74) currently turns into SR-74 (Pinacate Rd.) just east of Antelope Road, as it does not currently have a connection south of Ethanac Road/SR-74. When the direct connection of Ethanac Road to SR-74 occurs in the future, the current diagonal alignment of Matthews Road (SR-74) is proposed to "T" into Antelope Road north of Ethanac Road/SR-74. This area is identified as one of the connectivity analyses zones, acknowledging that additional review of the roadway alignments, intersection geometrics, and traffic control features are needed.

The Circulation Element includes policies that require the City to comply with federal, state, and local design and safety standards when designing roadways and on-street and off-street pedestrian and bicycle pathways. Impacts to the circulation system and to emergency access as a result of implementation of the GP would be less than significant (GP EIR, pp. 5.16-49 – 5.16-50).

¹⁸ 28,099,134 annual VMT generated by the Project / 692 employees generated by the Project = 40,606 annual VMT per capita generated by the Project (rounded to the nearest whole number).

Project Impact Discussion

The Project will be required to signalize the intersection of proposed private drive aisle and Haun Road. The Project will contribute an in-lieu fee rather than construct this signal, as it is being completed as part of the City Capital Improvement Program. Additionally, the proposed private drive aisle will be designed to meet the GP Circulation Element Policy C-1.1 that requires roadways to comply with federal, state, and local designs and safety standards.

The Project is consistent with the existing and proposed surrounding land uses and will not create traffic hazards by introducing incompatible uses. Additionally, compliance with any of the recommendations in the Project's forthcoming traffic study will ensure that the Project will result in a less than significant and no mitigation measures are required for an increase of hazards due to a geometric design feature or incompatible uses.

THRESHOLD XVII.D: Less Than Significant Impact. Result in inadequate emergency access?

General Plan EIR Summary

See GP EIR Summary under *Threshold XVII.C*.

Project Impact Discussion

As discussed in *Threshold XV.A*, the Project is required to comply with all applicable fire code and RCFD requirements and standards for construction (including a construction traffic management plan), access, water mains, fire flow, and fire hydrants. The Project will comply with the GP Safety Element S-4, Fire Hazards policies S-4.1 through S-4.4. Prior to any site development or future project approvals, all plans will be required to be submitted to the fire marshal for review and verification that they conform to all pertinent fire standards and requirements (GP EIR, p. 5.14-4).

Through compliance with applicable fire codes, construction and operation of the proposed Project will have a less than significant impact and no mitigation measures are required impact on emergency access.

Conditions of Approval

- The Project will participate in the cost of off-site improvements through the payment of “fair share” improvement fees, including the following:
 - Transportation Uniform Mitigation Fee (TUMF), current at the time of construction.
 - Menifee Valley Road & Bridge Benefit District (RBBD) Fee, Zone C, current at the time of construction.
 - City of Menifee Development Impact Fee (DIF), current at the time of construction.

These fees will be collected and utilized as needed by the City of Menifee City to construct the improvements necessary to assist in maintaining the required level of service.

Mitigation Measures

The following mitigation measures from the GP EIR are applicable to the Project:

- MM 16-1: As development occurs, the City of Menifee shall implement intersection improvements identified below. When applicable, implementation of transportation

improvements shall be conducted in coordination with Caltrans and/or the County of Riverside. The intersection improvements are ultimately subject to the review, approval, modification, and implementation of the City. Further environmental review may be required on a project-specific basis for certain intersection improvements.

- Bradley Road at McCall Blvd
 - add a second northbound right-turn lane
 - add a third eastbound through lane
 - add a third westbound through lane
- Haun Road at Newport Road
 - add a fourth eastbound through lane
 - add a fourth westbound through lane
 - remove both the northbound (east leg) and southbound (west leg) crosswalks
- Menifee Road at SR-74 (Pinacate Rd.)
 - add a second northbound right-turn lane
- Menifee Road at McCall Boulevard
 - add a southbound right-turn overlap phase
 - add a second westbound right-turn lane
- MM 16-2: Prior to issuance of each building permit, appropriate Traffic Impact and TUMF fees shall be paid by the property owner/developer in amounts determined by the City Council Resolution in effect at the time of issuance of the building permit.
- MM 16-3: The City of Menifee shall contribute to the preparation of the deficiency plan, which will consider mitigation measures, including Transportation Demand Management (TDM) strategies and transit alternatives, and a schedule for mitigating deficiency to reduce impacts at the I-215 mainline segments. Once the need for improvements has been identified by Caltrans for a particular freeway mainline segment and a program for implementing the required improvements has been developed, the City will coordinate with Caltrans, as appropriate. Contributions may be in the form of developer fees, freeway improvements, development in lieu of fees, state or federal funds, or other programs, as appropriate. Contributions required of individual development projects will be determined on a project-by-project basis at the time of development application review and will be based on a traffic analysis undertaken for individual development project applicants.

The following mitigation measures related to transportation and traffic are relevant to the Project:

MM TRANS-1 The Project applicant shall pay a fair share contribution for the following roadway segment improvements, listed by roadway segment number:

1. Bradley Road – Park Avenue to Newport Road – *Fair Share Contribution*
4. Haun Road – Newport Road to La Piedra Road – *Fair Share Contribution*
 - Restripe eastbound one right turn lane.
5. Haun Road – La Piedra Road to Holland Road – *Fair Share Contribution*
 - Construction of one additional northbound through lane.
6. Haun Road – Holland Road to Scott Road – *Fair Share Contribution*
 - Construction of one additional northbound through lane and one additional southbound through lane and install a raised median.
8. Newport Road – Bradley Road to Haun Road – *Fair Share Contribution*

- Restripe of the eastbound approach to accommodate one additional eastbound through lane from the Paloma Wash frontage to the I-215 Southbound On-Ramp.
- 17. Holland Road – Haun Road to Hanover Lane – *Fair Share Contribution*
 - Construction of Overpass.

MM TRANS-2 The Project applicant shall pay a fair share contribution for the following intersection improvements as shown in **bold**:

- Intersection of Antelope Road and Newport Road (#6) – *Fair Share Contribution*
 - Northbound: Two left-turn lanes. One through lane. One right-turn lane.
 - Southbound: Two left-turn lanes. One through lane. One shared through and right-turn lane. One right-turn lane.
 - Eastbound:** Two left-turn lanes. Three through lanes. **Restripe one right-turn lane.**
 - Westbound: Two left-turn lanes. Two through lanes. One shared through and right-turn lane.
- Intersection of Menifee Road and Newport Road (#7) – *Fair Share Contribution*
 - Northbound: Two left-turn lanes. Two through lanes. One right-turn lane.
 - Southbound:** One left-turn lane. Two through lanes. **Install one right-turn overlap.**
 - Eastbound: One left-turn lane. Two through lanes. One through and right-turn lane.
 - Westbound: One left-turn lane. Three through lanes. One right-turn lane.
- Intersection of Bradley Road and Holland Road (#9) – *Fair Share Contribution*
 - Northbound: One left-turn lane. One shared through and right-turn lane.
 - Southbound: One left-turn lane. One through lane. One right-turn lane.
 - Eastbound:** **Restripe to provide one left-turn lane. One through lane. One right-turn lane.**
 - Westbound: One left-turn lane. One through lane. One right-turn lane.
- **Installation of a traffic signal** at the intersection of Sherman Road and Holland Road (#11) – *Project Responsibility*¹
 - Northbound:** **Construct one left-turn lane.** One shared through and right-turn lane.
 - Southbound:** **Construct one left-turn lane.** One shared through and right-turn lane.
 - Eastbound:** **Restripe to provide one left-turn lane. One through lane. One right-turn lane.**
 - Westbound:** **Restripe to provide one left-turn lane. One through lane. One right-turn lane.**

Note 1: The project is responsible for payment of 100 percent of the improvements at the intersection of Sherman Road and Holland Road.

- Intersection of Haun Road and Holland Road (#15) – *Fair Share Contribution*²
 - Northbound: One left-turn lane. One through lane. One shared through and right-turn lane.
 - Southbound: One left-turn lane. Two through lanes. One right-turn lane with overlap.
 - Eastbound: One left-turn lane. One through lane. One right-turn lane.
 - Westbound: One left-turn lane. One through lane. One shared through and right-turn lane.

Note 2: The project is responsible for payment of 100 percent of the improvements at the intersection of Haun Road and Holland Road.
- **Installation of a traffic signal** at the intersection of Antelope Road and Albion Lane (#22) – *Fair Share Contribution*
 - Northbound: One through lane. One shared through and right-turn lane.
 - Southbound: One left-turn lane. One through lane.
 - Eastbound: Not applicable.
 - Westbound: One left-turn lane. One right-turn lane.
- **Installation of a traffic signal** at the intersection of Palomar Road and Holland Road (#24) – *Fair Share Contribution*
 - Northbound: One shared left-through and right-turn lane.
 - Southbound: One shared left-through and right-turn lane.
 - Eastbound: Construct one left-turn lane.** One shared through and right-turn lane.
 - Westbound: Construct one left-turn lane.** One shared through and right-turn lane.

MM TRANS-3 Implementing projects shall be required to provide a traffic study or technical traffic memorandum to the City for review and approval demonstrating that implementing project traffic levels are consistent with the assumptions in the Traffic Impact Analysis prepared by Albert A. Webb Associates dated March 2020.

XVIII. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

B. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Sources: AE-A, CADRE-A, GP EIR

Applicable General Plan Policies

There are no applicable regulations, policies, or program goals specific to tribal cultural resources in the City's GP. However, the GP addresses local regulations specific to archeological resources in the Open Space Conservation Element of the City's GP, which are sometimes also considered tribal cultural resources. The following goals and policies are considered applicable to the proposed Project:

- Goal OSC-5: Archaeological, historical, and cultural resources that are protected and integrated into the City's built environment.
 - Policy OSC-5.1: Preserve and protect significant archeological, historic, and cultural sites, places, districts, structures, landforms, objects and native burial sites, and other features, such as Ringing Rock and Grandmother Oak, consistent with state law.
 - Policy OSC-5.3: Preserve sacred sites identified by the Pechanga Band of Luiseno Indians and Soboba Band of Luiseno Indians, such as tribal burial grounds, by avoiding activities that would negatively impact the sites.
 - Policy OSC-5.5: Establish clear and responsible practices to identify, evaluate, and protect previously unknown archeological, historic, and cultural sites, following CEQA and NEPA procedure.

Analysis of Project Effect and Determination of Significance

THRESHOLD XVIII.A: Less Than Significant Impact. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

General Plan EIR Summary

There are no applicable regulations, policies, or program goals specific to tribal cultural resources in the City's GP. However, the GP addresses local regulations specific to cultural resources in the Open Space Conservation Element of the City's GP, which are sometimes also considered tribal cultural resources as noted above in the Applicable GP Policies. These policies include the preservation and protection of archeological and sacred sites, including those sites identified by the Pechanga Band of Luiseno Indians and Soboba Band of Luiseno Indians.

Project Impact Discussion

AE reviewed the National Register of Historic Places (NRHP), the Office of Historic Preservation Archaeological Determinations of Eligibility, and the Office of Historic Preservation Historic

Property Directory (HPD) as part of their Assessment. One resource, a historical ranch complex (P-33-007698), is listed in the NRHP and the HPD. No other eligible historic properties or landmarks have been recorded or listed within the Project APE, or within a one-mile radius of the Project APE. (AE-A, p. 37).

Pursuant to AB 52, the City notified the Tribes listed in **Table SS – AB 52 Response Log**. Letters were sent on August 16, 2016 notifying of the proposed Project and requesting consultation. Responses to the AB 52 consultation letters were received from the following tribes listed below.

Table SS – AB 52 Response Log	
Native American Group (Individual Responding)	Comment
Pechanga Band of Luiseño Indians (Anna Hoover)	In a response dated September 13, 2016, Ms. Hoover provided comments on the draft cultural resource report. She noted that the use of the area by the Cahuilla dates to the historic period and that prehistoric resources of concern have been documented as Luiseño. As such, she recommends that Luiseño tribes of interest should be the primary contacts for information on Tribal Cultural Resources
	Pechanga representatives met with City staff on November 3, 2017 to discuss the project. The standard conditions of approval (noted below) were recommended, including the requirement for Native American monitoring of the site.
Agua Caliente Band of Cahuilla Indians - ACBCI (Hannah Feeney)	In response dated August 30, 2016, Ms. Feeney deferred consultation to Soboba.
Soboba Band of Luiseno Indians (Joseph Ontiveros)	Joseph Ontiveros met with City staff on November 8, 2017 to discuss the project. It was recommended that the City apply the standard conditions to the project (listed below), including the requirement for Native American monitoring of the site.

As a result of AB 52 consultation efforts with the tribes listed in the Table above, the City's standard conditions for cultural and tribal cultural resources will be included to protect any cultural resources and human remains that may be found within the Project site; these measures are also in *Section V. Cultural Resources* of this IS/MND.

Based on the responses received from the Tribes, a sacred place or object with cultural value to a California Native American Tribe is not known to exist on or adjacent to the Project site; however, they are nearby.

The Pechanga Band of Luiseño Mission Indians, have also provided the following information regarding the Project area:

- *The Project site area is part of the Luiseño and therefore, is the Pechanga Tribe's aboriginal territory. The Project site is culturally sensitive and is affiliated with the Pechanga Band of Luiseño Indians, because of the Tribe's cultural ties to the area. The Pechanga Tribe's knowledge of its ancestral boundaries is based on information passed*

down from elders; published academic works in the areas of anthropology, history, and ethno-history; and through recorded ethnographic and linguistic accounts.

- *The Project site is located within one-half mile of a known village complex, "Tàawila." The Project site is also located less than two miles east of the Audie Murphy Ranch site. The village sites and habitation areas contain sacred/ceremonial resources, which include human remains, of which Pechanga has been named the most likely descendant (MLD) for these resources, Luiseño villages were often spread over the landscape for several miles. Because of the proximity to known sensitive and sacred cultural resources the Tribe believes that the possibility for recovering subsurface resources during ground-disturbing activities for the Project is very high.*

In consultation with the Pechanga Tribe and the Soboba Band of Luiseño Indians, the City developed conditions that will be applied to the Project (listed below as Conditions of Approval 1 through 8) to ensure that the Project would not result in any significant impacts related to tribal cultural resources.

Because a TCR has not been identified on the Project site, and that no sites, features, places, or landscapes are present that are listed or eligible for listing in the CRHR or a local register within a one-mile radius of the Project site, the proposed Project will have less than significant impacts to a TCR and no mitigation measures are required.

THRESHOLD XVIII.B: Less Than Significant Impact. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe?

General Plan EIR Summary

See *Threshold XVIII.A.*

Project Impact Discussion

The reader is referred to the response for the previous threshold that indicates, based on consultation with Native American Tribes pursuant to AB 52, that the Project will not cause an adverse change in the significance of a TCR as none has been identified on the Project site. Conditions of Approval 1 through 8 included in this section would lessen potential future impacts in the event that unknown tribal cultural resources are discovered below the surface at the Project site. Therefore, impacts will be less than significant.

Conditions of Approval

The following standard cultural conditions of approval are applicable to the Project:

1. **Human Remains.** If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

2. **Non-Disclosure of Location Reburials.** It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r), parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).
3. **Inadvertent Archeological Find.** If during ground disturbance activities, unique cultural resources are discovered that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Unique cultural resources are defined, for this condition only, as being multiple artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the Native American Tribe(s).
 - a) All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal representative(s) and the Community Development Director to discuss the significance of the find.
 - b) At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representative(s) and the archaeologist, a decision shall be made, with the concurrence of the Community Development Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.
 - c) Grading of further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and will be monitored by additional Tribal monitors if needed.
 - d) Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan and Monitoring Agreements entered into with the appropriate tribes. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Non-Disclosure of Reburial Condition.
 - e) Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and cultural resources. If the landowner and the Tribe(s) cannot agree on the significance or the mitigation for the archaeological or cultural resources, these issues will be presented to the City Community Development Director for decision. The City Community Development Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources, recommendations of the project archeologist and shall take into account the cultural and religious principles and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the City Community Development Director shall be appealable to the City Planning Commission and/or City Council.”
4. **Cultural Resources Disposition.** In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:

- a) One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Menifee Community Development Department:
- i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.
 - ii. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report. The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request.
 - iii. If preservation in place or reburial is not feasible then the resources shall be curated in a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods and Native American human remains. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report.

Prior to Grading Permit Issuance

- 5. Archeologist Retained.** Prior to issuance of a grading permit the project applicant shall retain a Riverside County qualified archaeologist to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources.

The Project Archaeologist and the Tribal monitor(s) shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Project Archaeologist and the Tribal monitor(s), shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with any required special interest or tribal monitors.

The developer/permit holder shall submit a fully executed copy of the contract to the Community Development Department to ensure compliance with this condition of approval. Upon verification, the Community Development Department shall clear this condition.

In addition, the Project Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP)

in consultation pursuant to the definition in AB52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include:

- a) Project grading and development scheduling;
 - b) The Project archeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis;
 - c) The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resource evaluation.
- 6. Native American Monitoring (Pechanga).** Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Pechanga Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Community Development Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.
- 7. Native American Monitoring (Soboba).** Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Soboba Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Community Development Department and to the Engineering Department. The Native American Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.

Prior to Final Occupancy

- 8. Archaeology Report - Phase III and IV.** Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III

Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Community Development Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).

Mitigation Measures

None. As discussed in the analysis above, all mitigation measures from the City's GP EIR have been complied with and included in the conditions of approval.

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
D. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
E. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: EMWD, GP EIR, MMC, CalRecycle

Applicable General Plan Policies

- Goal LU-3: A full range of public utilities and related services that provide for the immediate and long-term needs of the community.
 - Policy LU-3.1: Work with utility providers in the planning, designing, and siting of distribution and support facilities to comply with the standards of the General Plan and Development Code.
 - Policy LU-3.2: Work with utility providers to increase service capacity as demand increases.
 - Policy LU-3.3: Coordinate public infrastructure improvements through the City's Capital Improvement Program.
 - Policy LU-3.4: Require that approval of new development be contingent upon the project's ability to secure appropriate infrastructure services.
 - Policy LU-3.5: Facilitate the shared use of right-of-way, transmission corridors, and other appropriate measures to minimize the visual impact of utilities infrastructure throughout Menifee.
- Goal OSC-7: A reliable and safe water supply that effectively meets current and future user demands.
 - Policy OSC-7.2: Encourage water conservation as a means of preserving water resources.
 - Policy OSC-7.4: Encourage the use of reclaimed water for the irrigation of parks, golf courses, public landscaped areas, and other feasible applications as service becomes available from the Eastern Municipal Water District.
 - Policy OSC-7.5: Utilize a wastewater collection, treatment, and disposal system that adequately serves the existing and long-term needs of the community.
 - Policy OSC-7.7: Maintain and improve existing level of sewer service by improving infrastructure and repairing existing deficiencies.

Analysis of Project Effect and Determination of Significance

THRESHOLD XIX.A: Less Than Significant with Mitigation. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects?

General Plan EIR Summary

Wastewater Treatment. The net increase in wastewater generation resulting from GP buildout is estimated as 100 percent of indoor residential water use plus 80 percent of commercial, industrial, and institutional (CII) water use; the remaining 20 percent of CII water use is assumed to be landscape irrigation and to not enter sanitary sewers. The water demand factors used are EMWD 2020 target factors. Water use is forecast as gallons per capita per day. The net population increase due to GP buildout compared to the 2010 Census count is 81,423. The estimated net increase in wastewater generation is about 5.6 million gallons per day (mgd). The net increase in wastewater generation would be within that used by EMWD in planning ongoing and future Regional Wastewater Reclamation Facility (RWRF) expansions.

At completion of the ongoing expansion of the Perris Valley RWRF in 2013, the Perris Valley and Temecula Valley RWRFs will have combined capacity of 40 mgd. Existing flows through the Perris Valley RWRF are 12.5 mgd, and through the Temecula Valley RWRF are 14 mgd. Thus,

total residual capacity at the two plants is 13.5 mgd, sufficient for the forecast net increase in wastewater generation of about 5.6 mgd. No further expansions of wastewater treatment capacity would be required other than those already planned by EMWD.

The need for additional sewers will be determined through plans of service coordinated by EMWD's New Business Department as required by development and by EMWD's Master Plan. Impacts would be less than significant (GP EIR, p. 5.17-7).

Water Treatment. GP buildout is forecast to create a net increase in water demand of about 21.8 million gallons per day (mgd). The two Metropolitan Water District (MWD) treatment plants that treat water supplied to EMWD have combined capacity of 850 mgd. EMWD's two water filtration plants will have capacity of 36 mgd when the expansion of the Perris Water Filtration Plant is completed. When the Perris II Desalter is completed, EMWD's three desalters will have total capacity of 12.1 mgd. The water treatment plants, water filtration plants, and desalters that treat EMWD water supplies will have total capacity of almost 900 mgd after completion of the Perris II Desalter and the expansion of the Perris Water Filtration Plant. There is sufficient water treatment capacity in the region for the forecast increase in water demand due to GP buildout. Impacts would be less than significant (GP EIR, p. 5.17-4).

Storm Water Drainage. Residential, commercial, and industrial development associated with buildout of the GP would increase the amount of impervious hardscape throughout the City, thus decreasing permeable surfaces. During rainfall events, this increases the amount of stormwater runoff. Developments in certain categories would be required to infiltrate, filter, or treat urban runoff from 85th-percentile storms, that is, approximately a two-year storm. Buildout of the GP would require construction of new storm drainage facilities, including proposed RCFCWCD facilities shown on the Homeland-Romoland Area Drainage Plan (ADP) and the Romoland Master Drainage Plan, as well as new City storm drains. Impacts are less than significant (GP EIR, pp. 5.17-10 – 5.17-11).

Electricity. Southern California Edison (SCE) provides electricity and maintains a distribution network for Menifee. The net increase in electricity demands due to GP buildout is about 709 million kWh per year (that is, 709 GWh per year). Forecast electricity consumption in Menifee due to GP buildout is well within total estimated electricity consumption in SCE's service area, and GP buildout would not require SCE to obtain new or expanded electricity supplies. Impacts would be less than significant (GP EIR, pp. 5.17-14 and 5.17-17).

Natural Gas. The Southern California Gas Company (Gas Company) provides natural gas service to the citizens and businesses of Menifee. The estimated net increase in natural gas demands due to GP buildout is about 1.21 billion kBTU per year, or 1.17 billion cubic feet per year. Estimated natural gas consumption by GP buildout would be well within forecast Gas Company natural gas supplies, and GP buildout would not require the Gas Company to acquire new or expanded natural gas supplies. Impacts would be less than significant. (GP EIR, pp. 5.17-14 and 5.17-17 – 5.17-18).

Telecommunications. Telephone service to the Menifee area is provided by Verizon. Cable television service is provided by Mediacom and Verizon FiOS. There are currently adequate telecommunication facilities available to serve the needs of the City (GP EIR, pp. 5.17-14). Impacts of telecommunication services were not analyzed in the GP for buildout.

Project Impact Discussion

EMWD provides potable water, recycled water, and sewer services to the Project site. Development of Phase I will extend a potable water pipeline and a sewer pipeline into the Project site from the existing water and sewer pipelines located within Holland Road and Haun

Road, respectively. Lateral stub-outs from the proposed water and sewer lines will be provided to each parcel. (A stub-out is a pipe put in place and capped for a future connection.) Currently, the Project is a recycled water candidate. In the event EMWD requires the provision of recycled water for the Project, the nearest point of connection is a recycled water line located in La Piedra Road (north and west of the Project). If required, the Project will construct a recycled water pipeline extension from La Piedra Road, south in Haun Road to reach the site.

EMWD's current Urban Water Management Plan and planned infrastructure for sewer and potable water are based on land use projections from jurisdictions within its service area. Because the proposed Project will not change the existing land use designation of the site, the potable water demand and wastewater generation from the proposed Project would have been accounted for by EMWD in their planning efforts (EMWD) and the impact to water supplies and wastewater treatment facilities is less than significant.

Phase I will include construction of underground storm drain pipelines that drain to a proposed storm drain outfall structure in Paloma Wash (i.e. Line A). Stub-outs for future connections to the storm drain system will be provided for each parcel. Also, the Project will extend the existing Lateral Line P located in Haun Road to the proposed Basin C in order to convey Basin C flows to Paloma Wash through an existing storm drain outfall structure. The Project's biological impact of constructing the outfall structure in Paloma Wash is discussed and mitigated for in *Threshold IV.B (MM BIO-3)*. In the event the Caltrans Ditch located outside of the eastern Project boundary will be affected as part of Phase II development, mitigation measures **MM BIO-3** and **MM BIO-4** will reduce impacts to biological resources related to stormwater runoff to less than significant. Likewise, conditions of approval from Section X of this MND (Hydrology and Water Quality) require that each implementing project in Phase II will provide a drainage study and WQMP to ensure no adverse impacts to storm drain infrastructure.

Natural gas is provided to the site by Southern California Gas Company; electricity is provided by Southern California Edison, and telephone is provided by Verizon. Since the Project is consistent with the land uses and zoning assumed in the GP, impacts from the provision of electricity, natural gas, and telecommunication services are the same as analyzed in the GP and GP EIR. Therefore, potential impacts related to construction of new storm water drainage, electric power, natural gas, and telecommunication facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, are less than significant with mitigation.

THRESHOLD XIX.B: Less Than Significant Impact. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

General Plan EIR Summary

The net increase in water demands due to GP Buildout is forecast to be approximately 5.9 mgd. Water demands are estimated using baseline and 2020 target water demand use estimates from EMWD. The baseline water use estimate is 212 gallons per capita per day (gpcd) based on gross water use divided by service area population between 1999 and 2008. Target 2020 water use is calculated as the sum of four water use targets: one for residential indoor use, one for landscape irrigation, one for commercial, industrial, and institutional demands, and one for agricultural use. Target water use in 2020 – the total of the four aforementioned types of uses – is 184 gpcd. The forecast net increase in population due to GP buildout compared to the 2010 US Census count is 81,423 to a total of 158,942. Thus, the net increase in water demands due to GP buildout is estimated as 17.3 million gallons per day using baseline water use of 212

gpcd, and 15.0 mgd using target 2020 water use. The analysis here assumes the net increase in water demands at GP buildout to be 15.0 mgd, as compliance with 2020 targets will be mandatory by the time of GP buildout.

The projected net increase in water demands by buildout of the GP – about 15.0 mgd, or 16,800 acre-feet per year - is within EMWD forecasts of increases in its water supplies over the 2015-2035 period. EMWD forecasts that its total water supplies will increase by 88,300 acre-feet per year over that period. There are adequate forecast water supplies in the region for GP buildout, and no additional water supplies would be needed. Impacts of GP buildout would be less than significant (GP EIR, p. 5.17-4).

Project Impact Discussion

As stated in the City's GP EIR, the projected net increase in water demands by buildout of the City's GP, about 15.0 mgd, or 16,800 acre-feet per year, is within EMWD forecasts of increases in its water demands over the 2015-2035 period (GP EIR, p. 5.17-2). Therefore, because the proposed Project is consistent with the City's GP land use and zoning designation for the site, EMWD's planning efforts for securing adequate water supplies to meet expected water demand would have taken into account the incremental increase in water demand associated with construction and operation of the proposed Project.

The anticipated water supplies and water demand for EMWD during normal, single-dry, and multiple dry years are projected for the next 20 years in the current UWMP. In all three scenarios, EMWD will have sufficient water supplies to meet demand from 2020 to 2040. During periods of increased demand, EMWD would be able to utilize stored groundwater or import more water from MWD, if needed. As a member agency of MWD, EMWD is assured its anticipated demand for imported water supplies will be met through 2040 (UWMP, p. 6-6).

Details on funding to offset any potential incremental impacts from the proposed Project will be developed with the plan of service for the proposed Project site. Therefore, because the proposed Project is consistent with the land use designation for the site and through payment of applicable fees, impacts will be less than significant and no mitigation measures are required.

THRESHOLD XIX.C: Less Than Significant Impact. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

General Plan EIR Summary

At completion of the ongoing expansion of the Perris Valley RWRF in 2013, the Perris Valley and Temecula Valley RWRFs will have combined capacity of 40 mgd. Existing flows through the Perris Valley RWRF are 12.5 mgd, and through the Temecula Valley RWRF are 14 mgd. Thus, total residual capacity at the two plants is 13.5 mgd, sufficient for the forecast net increase in wastewater generation of about 5.6 mgd. No further expansions of wastewater treatment capacity would be required other than those already planned by EMWD. The need for additional sewers will be determined through plans of service coordinated by EMWD's New Business Department as required by development and by EMWD's Master Plan. Impacts would be less than significant (GP EIR, p. 5.17-7).

Project Impact Discussion

The City's GP EIR determined that the net increase in wastewater generation would be within that used by EMWD in planning ongoing and future RWRF expansions (GP EIR, p. 5.17-6).

Therefore, EMWD, the wastewater provider for the site, has sufficient capacity to serve the proposed Project because the proposed Project is consistent with the City's GP. Impacts to wastewater treatment capacity to serve the Project's projected demand, in addition to the provider's existing commitments, is less than significant and no mitigation measures are required.

THRESHOLD XIX.D: Less Than Significant Impact. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

General Plan EIR Summary

The forecast net increase in solid waste generation by GP buildout is 794,151 pounds per day, or 397.1 tons per day. The residual capacity in tons per day—that is, maximum permitted daily disposal less actual disposal amount—at the two landfills accepting the vast majority of solid waste from the City (i.e., Badlands Sanitary landfill and El Sobrante landfill) is 11,143 tons per day. There is adequate landfill capacity in the region for solid waste that would be generated by buildout of the GP, and GP implementation would not require new or additional landfills (GP EIR, p. 5.17-13).

Project Impact Discussion

Waste Management, Inc. (WM) provides solid waste services to the City of Menifee, including the Project site. An estimated 54,166 tons of solid waste was generated by the City in 2017, with a majority (68 percent) disposed at the El Sobrante Landfill. The remainder was disposed at the Badlands Sanitary Landfill (30 percent), and Lamb Canyon Sanitary Landfill (2 percent) (CalRecycle). The El Sobrante Landfill has a remaining capacity of 145,530,000 tons (approximately 79 percent) and is anticipated to cease operation in 2045; similarly, the Badlands Sanitary Landfill had a remaining capacity of 15,748,799 cubic yards as of January 2015 and is anticipated to operate through January 2022. The remaining 3 percent of the City's solid waste is sent to Lamb Canyon Sanitary Landfill, San Timoteo Sanitary Landfill, Sycamore Landfill, and Simi Valley Landfill & Recycling Center. The lowest capacity landfill (Lamb Canyon) has a remaining capacity of 19,242,950 cubic yards and is anticipated to operate until April 2029 (CalRecycle).

The City's GP EIR determined that there is adequate landfill capacity in the region for solid waste that would be generated by buildout of the GP, and GP implementation would not require new or additional landfills (GP EIR, p. 5.17-13). The proposed Project is consistent with the City's GP and there are no unique characteristics of the proposed Project which would create waste in excess of what was previously analyzed in the GP EIR. Therefore, the Project will be served by landfills with sufficient permitted capacity to accommodate the project's solid waste disposal needs and will have a less than significant impact and no mitigation measures are required to landfill capacity.

THRESHOLD XIX.E: Less Than Significant Impact. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

General Plan EIR Summary

This threshold question discussion was omitted from the GP EIR.

Project Impact Discussion

Federal, state, and local statutes and regulations regarding solid waste generation, transport, and disposal are intended to decrease solid waste generation through mandatory reductions in solid waste quantities (e.g., through recycling and composting of green waste) and the safe and efficient transport of solid waste. The proposed Project would be required to develop a collection program for recyclables, such as paper, plastics, glass and aluminum, in accordance with local and state programs such as the California Solid Waste Reuse and Recycling Act of 1991. Additionally, the proposed project would be required to comply with applicable practices enacted by the City under the California Integrated Waste Management Act of 1989 (AB 939) and any other applicable local, state, and federal solid waste management regulations. AB 939 requires all counties to prepare a County Integrated Waste Management Plan. The County of Riverside adopted its *Countywide Integrated Waste Management Plan* (CIWMP) in 1998. The CIWMP includes the Countywide Summary Plan; the Countywide Siting Element; and the Source Reduction and Recycling Elements, the Household Hazardous Waste Elements, and Nondisposal Facility Elements for Riverside County and each city in Riverside County. In summary, the proposed Project would comply with all regulatory requirements regarding solid waste management and reduction. Therefore, impacts related to solid waste would be less than significant and no mitigation measures are required.

Conditions of Approval

Conditions of approval from the Hydrology and Water Quality section of this MND are also applicable here.

Mitigation Measures

Mitigation Measures **MM BIO-3** and **MM BIO-4**, as described in the Biological Resources section, are also applicable to this section.

XX. WILDFIRES

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
B. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
C. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

D. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Sources: CALFIRE, GP, GP EIR

Applicable General Plan Policies

- Goal S-4: A community that has effective fire mitigation and response measures in place, and as a result is minimally impacted by wildland and structure fires.
 - Policy S-4.1: Require fire-resistant building construction materials, the use of vegetation control methods, and other construction and fire prevention features to reduce the hazard of wildland fire.
 - Policy S-4.2: Ensure, to the maximum extent possible, that fire services, such as firefighting equipment and personnel, infrastructure, and response times, are adequate for all sections of the City.
 - Policy S-4.3: Encourage owners of non-sprinklered high-occupancy structures to retrofit their buildings to include internal sprinklers.
 - Policy S-4.4: Review development proposals for impacts to fire facilities and compatibility with fire areas or mitigate.
- Goal S-6: A City that responds and recovers in an effective and timely manner from natural disasters such as flooding, fire, and earthquakes, and as a result is not impacted by civil unrest that may occur following a natural disaster.
 - Policy S-6.1: Continuously review, update, and implement emergency preparedness, response, and recovery plans that make the best use of the City- and county-specific emergency management resources available.
 - Policy S-6.4: Locate new essential or critical facilities away from areas susceptible to impacts or damage from a natural disaster.
- Goal LU-3: A full range of public utilities and related services that provide for the immediate and long-term needs of the community.
 - Policy LU-3.1: Work with utility providers in the planning, designing, and siting of distribution and support facilities to comply with the standards of the General Plan and Development Code.
 - Policy LU-3.2: Work with utility providers to increase service capacity as demand increases.
 - Policy LU-3.4: Require that approval of new development be contingent upon the project's ability to secure appropriate infrastructure services.

Analysis of Project Effect and Determination of Significance

THRESHOLD XX.A: No Impact. Substantially impair an adopted emergency response plan or emergency evacuation plan?

General Plan EIR Summary

The expansive open space areas in the City are susceptible to destructive wildland fires, often exacerbated by dry weather and Santa Ana winds. The undeveloped areas in the City are characterized by sage scrub, chaparral, grassland, and other vegetation types that can provide

fuel for wildland fires. A large percentage of the City's area is designated part of Moderate, High, and Very High fire hazard severity zones, as mapped by CAL FIRE. The GP would designate areas for development adjacent to areas that would be designated for open space; therefore, risk of wildfire could occur.

Federal, state, and county fire suppression agencies have responsibility areas in the City. To protect the City and its residents from fire hazards, the City has building and fire codes that must be followed. The RCFD fire chief may also use their authority to require certain building, planning, or landscaping requirements.

Using fire-resistant building materials, implementing fuel modification zones, and maintaining vegetation clearance around structures is required to protect buildings and reduce the potential loss of life and property. New development in wildland and urban-wildland interface areas must be consistent with the existing regulations, including the State Fire Code, to meet fire safety standards for building construction. Additionally, the CBC includes sections on fire-resistant construction material requirements based on building use and occupancy. The construction requirements are a function of building size, purpose, type, materials, location, proximity to other structures, and the type of fire suppression systems installed. Because the State of California, the County, and the City require adherence to building codes and review by the fire department to reduce wildland fires, fire hazard impacts would be less than significant (GP EIR, p. 5.8-32).

Project Impact Discussion

Cal Fire identifies areas of VHFHSZs within LRAs and State Responsibility Areas. Mapping of the VHFHSZs is based on data and models of potential fuels over a 30- to 50-year time horizon and their associated expected fire behavior and expected burn probabilities which quantifies the likelihood and nature of vegetation fire exposure (including firebrands) to buildings. The Project site is located in a non-VHFHSZ LRA, and not in a State Responsibility Area (CALFIRE), which is consistent with the City's GP determination that the Project site is not within a moderate, high, or very high fire severity zone (GP, Figure S-6).

Since the Project is not in or near a state responsibility area or lands classified as VHFHSZ, the thresholds concerning wildfires are not applicable to this Project, there are no impacts and no mitigation measures are required.

THRESHOLD XX.B: No Impact. 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?

General Plan EIR Summary

See GP EIR Summary for *Threshold XX.A*.

Project Impact Discussion

See Project Impact Discussion under *Threshold XX.A*. Since the Project is not in or near a state responsibility area or lands classified as very high fire hazard severity zones, there are no impacts and no mitigation measures are required.

THRESHOLD XX.C: No Impact. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

General Plan EIR Summary

See GP EIR Summary for *Threshold XX.A*.

Project Impact Discussion

See Project Impact Discussion under *Threshold XX.A*. Since the Project is not in or near a state responsibility area or lands classified as very high fire hazard severity zones, there are no impacts and no mitigation measures are required.

THRESHOLD XX.A: No Impact. 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?
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General Plan EIR Summary

See GP EIR Summary for *Threshold XX.A*.

Project Impact Discussion

See Project Impact Discussion under *Threshold XX.A*. Since the Project is not in or near a state responsibility area or lands classified as very high fire hazard severity zones, the Project would not expose people or structures to significant risks, such as downslope or downstream flooding or landslides, there are no impacts and no mitigation measures are required.

Conditions of Approval

None

Mitigation Measures

None

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

B. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: Above Checklist

THRESHOLD XXI.A: Less Than Significant with Mitigation Incorporated. As discussed in *Threshold IV* in this MND, development of the Project site would have an impact of less than significant with mitigation incorporated related to biological resources. The biological resources include the burrowing owl and MBTA-protected species which will be mitigated through implementation of biological measures **MM BIO-1 and MM BIO-2**. Therefore, impacts to sensitive species from development of the proposed Project are less than significant with mitigation incorporated.

The presence of any previously recorded or potential cultural or tribal cultural resources was not found on the proposed Project site. Further, the site has been previously disturbed and it is highly unlikely that any cultural or tribal cultural resources exist. However, in order to provide protection in the unlikely event that cultural resources are unearthed during Project construction, conditions of approval applicable to Cultural Resources (see Section V of this MND) and Tribal Cultural Resources (see section XVIII of this MND) will reduce potential impacts to less than significant.

Thus, the proposed Project will not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or an endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. Therefore, impacts are less than significant with mitigation incorporated.

THRESHOLD XXI.B: Less Than Significant with Mitigation Incorporated. As discussed in response to Checklist Question III(c), regarding cumulative air quality impacts, the Project would contribute significant and unavoidable cumulative air quality impacts. However, these cumulative impacts are not greater than those analyzed and discussed in the City's GP, therefore, impacts are less than significant with mitigation. Potential cumulative impacts related to the remaining CEQA Appendix G thresholds are as follows:

- Agriculture: Agriculture in the City is decreasing due to market forces and general restrictions on farming throughout the City and County. Additionally, the Project is consistent with the City's GP and will not create cumulatively considerable impacts.
- Geology: Each development project within the City is required to complete a site-specific geotechnical report to identify site-specific design considerations. The proposed Project

will not destabilize soil in the Project vicinity and will not cause cumulatively considerable impacts.

- Greenhouse Gas: The proposed Project is consistent with the GP and associated impacts disclosed in the GP EIR and implementing reasonable and feasible mitigation measures to reduce GHG emissions, which were determined to have no greater or different impact than what was identified in the GP EIR and addressed in the Statement of Overriding Considerations, therefore cumulative impacts will not be considerable.
- Hazards & Hazardous Materials: The proposed Project is consistent with regulations regarding compliance with hazardous waste laws and not creating a significant hazard. Therefore, cumulative impacts will not be considerable.
- Mineral Resources: There are no significant mineral resources within the City; therefore, development of the proposed Project will not have a cumulatively considerable impact on mineral resources.
- Population/Housing: The proposed Project is consistent with the City's GP and is intended to serve existing and planned residences in the Project vicinity. Therefore, the proposed Project will not create a cumulatively considerable impact to population and housing.
- Public Services: The City has planned to accommodate all growth pursuant to the City's GP. This involves collection of DIFs on a project-by-project basis to offset the incremental impacts of each project. Therefore, cumulative impacts will not be considerable.
- Recreation: The City collects DIFs to offset incremental impacts from each development project; therefore, cumulative impacts will not be considerable.
- Transportation: The City collects Transportation Uniform Mitigation Fees (TUMF), Menifee Valley Road & Bridge Benefit District (RBBD) Fee for zone C as well as the City DIF to offset incremental impacts from each development project; therefore, cumulative impacts will not be considerable.
- Utilities: Agencies which provide utilities to the City have sufficient capacity to meet the needs of the City's planned development pursuant to the GP. Additionally, the City collects DIFs to offset incremental impacts from each development project; therefore, cumulative impacts will not be considerable.
- Wildfire: The Project will not be located within an area that is subject of Very High Fire Hazard Severity Zones within local responsibility areas (LRA) and State Responsibility Areas. Therefore, cumulative impacts related to wildfire impacts will not be considered.

Thus, the Project will not have impacts that are individually limited, but cumulatively considerable with implementation of mitigation measures. Therefore, impacts are less than significant with mitigation incorporated.

THRESHOLD XXI.c: Less than significant impact with mitigation. Effects on human beings were evaluated as part of this analysis of this IS under the air quality, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, and traffic thresholds. Based on the analysis and conclusions in this IS, the proposed Project will not cause substantial adverse effects directly or indirectly to human beings with incorporation of mitigation measures **MM AQ-1** through **MM AQ-4**, **MM NOI-1** through **MM NOI-4**, **MM TRANS-1** through **MM TRANS-3**, and condition of approval from this MND's Section X, Hydrology and Water Quality. Therefore, potential direct and indirect impacts on human beings that result from the proposed Project are considered less than significant with mitigation incorporated.

EARLIER ANALYSES

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration as per California Code of Regulations, [Section 15063 \(c\) \(3\) \(D\)](#).

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