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|------------------------|---------------------|--|--|
| New Significant Impact | More Severe Impacts | New Ability to Substantially Reduce Significant Impact | No Substantial Change from Previous Analysis |
|------------------------|---------------------|--|--|

proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

**Table 6 Operational Greenhouse Gas Emissions**

| Emission Source                                       | Emissions (MTCO <sub>2</sub> e) <sup>1</sup> |  | Percent Reduction <sup>5</sup> |
|---|--|--|--------------------------------|
|   | Business-as-Usual <sup>2</sup>               | With Regulation, Project Design, Mitigation <sup>4</sup> |                                |
| Area Source   | 70   | 69   | 1%                             |
| Energy Source   | 1,020  | 946  | 7%                             |
| Mobile Source   | 3,605  | 2,135  | 41%                            |
| Waste   | 110  | 110  | 0%                             |
| Water   | 94   | 74   | 21%                            |
| <i>Subtotal (Operation)</i>                           | 4,898  | 3,334  | 32%                            |
| <i>Subtotal Construction (averaged over 30 years)</i> | 124  | 124  | 0%                             |
| <b>Total Annual Emissions</b>                         | <b>5,022</b>                                 | <b>3,458</b>   | <b>31%</b>                     |

<sup>1</sup> MTCO<sub>2</sub>e = metric tons of carbon dioxide equivalents  
<sup>2</sup> Business-as-usual greenhouse gas emissions refer to emissions using protocol and emission factors from the period of 2004-2006 (prior to the adoption of AB 32 and related greenhouse gas regulations) and also do not take into account project design features or mitigation measures to reduce greenhouse gas emissions.  
<sup>3</sup> Emissions with regulation are emissions estimated by CalEEMod for the year 2020 (includes Pavley I and Low Carbon Fuel Standard mobile reductions).  
<sup>4</sup> Emissions with regulation, project design, and mitigation include reductions listed in Table 20. Source of emissions: CalEEMod (Appendix A).  
<sup>5</sup> Percent reduction: compares the BAU scenario emissions to the with regulation, project design, mitigation scenario emissions.  
(RK Engineering, 2014, Table 19)

**Table 7 Significance of Greenhouse Gas Emissions**

| Item   | Business as Usual | With Regulation, Project Design, Mitigation | Units                    |
|--|-------------------|---|--------------------------|
| Total Annual Emissions <sup>1</sup>                              | 5,022.03          | 3,457.53                                    | MTCO <sub>2</sub> e/year |
| SCAQMD Draft Tier 3 threshold                                    | 3,000             | 3,000                                       | MTCO <sub>2</sub> e/year |
| Exceed Tier 3 Threshold?   | Yes               | Yes   | --                       |
| Emissions per service population <sup>2</sup>                    | 8.5               | 5.9   | MTCO <sub>2</sub> e/year |
| SCAQMD Draft Tier 4 (option 3) threshold                         | 4.8               | 4.8   | MTCO <sub>2</sub> e/year |
| Project exceeds service population threshold?                    | Yes               | Yes   | --                       |
| Percent reduction from regulation                                | --                | 31%   | %                        |
| Riverside County Threshold (reduce emissions by this percentage) | 30%               | 30%   | %                        |
| Significant impact?  | --                | No  | --                       |

<sup>1</sup> Refer to Table 20 for emissions  
<sup>2</sup> Service population is calculated by dividing the emissions by the number of residents (589); CalEEMod output.  
(RK Engineering, 2014, Table 21)

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**Mitigation:**

*EIR No. 329 Mitigation Measures*

The following mitigation measures from EIR No. 329 that relate to greenhouse gas emissions shall apply to the proposed Project:

MM 13.1 (Condition of Approval 10-39) Passive solar heating techniques will be encouraged whenever possible within the project. Passive systems involve orienting buildings properly, planting trees to take advantage of the sun, seeing that roof over hangs are adequate, making sure that walls are properly insulated and installing simple heat storage systems.

MM 13.2 (Condition of Approval 10-40) Building energy conservation will largely be achieved for residential, commercial, business park and industrial units by compliance with Title 24 of the California Administrative Code.

Title 24, California Administrative Code Section 2-5307(b) is the California Energy Conservation Standard for New Buildings which prohibits the installation of fixtures unless the manufacturer has certified to the CEC compliance with the flow rate standards. Title 24, California Administrative Code Sections 2-5452(i) and (j) address pipe installation requirements which can reduce water used before hot water reaches equipment or fixtures. Title 20, California Administrative Code Sections 1604(0 and 1601(b) are Appliance Efficiency Standards that set the maximum flow rates of all plumbing fixtures and prohibit the sale of non-conforming fixtures.

*Supplemental/New Mitigation Measures*

In order to further ensure that Project-related impacts to greenhouse gas emissions are reduced to a level below significance, the County has imposed the following new mitigation measures on the proposed Project:

MM 6.7 (Condition of Approval 60-36) Prior to grading permit issuance, the Project Applicant shall provide documentation to the Riverside County Planning Department indicating that a pedestrian network design shall be implemented that promotes non-vehicular modes of transportation.

MM 6.8 (Condition of Approval 80-27) Prior to building permit issuance, the Project Applicant shall submit a Title 24 Compliance Report to the Riverside County Planning Department indicating that the Project shall exceed year 2010 Title 24 energy requirement by 20%.

MM 6.9 (Condition of Approval 60-37) Prior to building permit issuance, the Project Applicant provide documentation to the Riverside County Planning Department that the Project shall implement a water conservation strategy that will obtain a 20% reduction for indoor/outdoor water use as compared to year 2010 Title 24 requirements.

**Monitoring:** Monitoring shall be the responsibility of the County of Riverside Planning Department and Building and Safety Department.

**HAZARDS AND HAZARDOUS MATERIALS** Would the project

**22. Hazards and Hazardous Materials**

a. Create a significant hazard to the public or the environment through the routine transport, use, or

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| disposal of hazardous materials?   |                          |                          |  |  |
| 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 type="checkbox"/>                               | <input checked="" type="checkbox"/>          |
| c. Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                               | <input checked="" type="checkbox"/>          |
| d. 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 type="checkbox"/>                               | <input checked="" type="checkbox"/>          |
| e. 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 type="checkbox"/>                               | <input checked="" type="checkbox"/>          |

Source: *Project Application Materials, FEIR No. 329.*

Findings of Fact:

a & b) **No Substantial Change from Previous Analysis:** As concluded in FEIR No. 329, only the commercial and business park land uses proposed within SP 260 have the potential to generate toxic substances that could affect the environment, and mitigation measures were provided requiring site-specific studies at the time of application for plot plans to implement the commercial/business park land uses to evaluate whether actual uses proposed in those planning areas would significantly impact the environment. No impacts due to future residential uses were identified. As the proposed Project does not seek to change the overall range of land uses within the Project, there would be no new impacts associated with hazards beyond that which was disclosed and mitigated for as part of FEIR No. 329.

c) **No Substantial Change from Previous Analysis:** The Project site is not identified as an emergency evacuation route in any emergency response plans or emergency evacuation plans. In addition, changes proposed to the Specific Plan Land Use Plan would result in improved circulation in the area, which would improve the ability of emergency responders to access the site and adjacent properties during emergencies. As such, no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

d) **No Substantial Change from Previous Analysis:** SP 260 is located adjacent to the Harvest Valley Elementary School and the Heritage High School (Google Earth, 2014). These school sites could potentially be affected by development within commercial planning areas within the Specific Plan (e.g., Planning Areas 27 and 31). However, FEIR No. 329 identifies the potential for commercial land uses to generate hazardous materials and substances and requires as mitigation additional analysis at the time of application for a plot plan. Moreover, the current Project seeks only minor modifications to Planning Areas 32 and 33B, both of which are located at least 0.25 mile from these existing schools. As such, impacts to schools would be less than significant. Therefore, impacts from hazardous materials on nearby schools would not be greater than what was evaluated and mitigated to a level below significant by FEIR No. 329, and there would be no new impacts associated with the currently proposed Project.

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e) **No Substantial Change from Previous Analysis:** The Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5; accordingly, no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

Mitigation: No new mitigation measures beyond those identified in FEIR No. 329 are required.

Monitoring: Monitoring shall occur as specified in FEIR No. 329.

**23. Airports**

a. Result in an inconsistency with an Airport Master Plan?

b. Require review by the Airport Land Use Commission?

c. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

d. For a project within the vicinity of a private airstrip, or heliport, would the project result in a safety hazard for people residing or working in the project area?

Source: *Riverside County General Plan, Google Earth, FEIR No. 329*

Findings of Fact:

a through c) **No Substantial Change from Previous Analysis:** With the most recent update to the Airport Comprehensive Land Use Plan (ACLUP) for the March Air Reserve Base (MARB) in November 2014, the Project site now falls within the boundary of the Airport Influence Area (AIA) for the March Air Reserve Base. Specifically, the Project site falls within Zone E (Other Airport Environs) of the airport's influence area (Mead and Hunt, 2014, Map MA-1). The ALUCP indicates there are no limits regarding the density/intensity of residential development and no explicit restrictions on number of people per acre within Zone E. Prohibited uses in Zone E are hazards to flight, which include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Additionally, as part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed as required by state law. (Mead and Hunt, 2014, pages 9-10) Due to the Project site's location within the AIA for the MARB, the Project is subject to ALUC review, which occurred on August 13, 2005. The Riverside County ALUC determined that the proposed Project would be fully consistent with the ALUCP, subject to certain standard conditions of approval. Although the proposed Project would be located within an airport influence area, based on the requirements of the ALUC, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

d) **No Substantial Change from Previous Analysis:** The Project site is not located within the vicinity of any private airstrips (Google Earth, 2014; Riv. County, 2003a, Figure S-19). Accordingly, impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

Mitigation: No mitigation is required.

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Monitoring: No monitoring is required.

**24. Hazardous Fire Area**

a. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Source: Harvest Valley/Winchester Area Plan, GIS database

Findings of Fact:

a) **No Substantial Change from Previous Analysis:** According to HWWAP Figure 12, portions of the Project site are identified as being within a "High" wildfire hazard zone, while the remaining portions of the Specific Plan area are not identified as being susceptible to wildland fire hazards (Riv. County, 2003b, Figure 12; Riv. County, n.d.). Section IV of SP 260 incorporates requirements to provide for fuel modification zones, consistent with County requirements, in locations where urban development would interface with areas of natural vegetation. Mandatory compliance with the Specific Plan Design Guidelines would ensure that fire hazards on-site are reduced to a level below significance. No changes to the fuel modification requirements of the Specific Plan are proposed as part of the Project. Additionally, FEIR No. 329 evaluated the adequacy of fire protection services in the area, and concluded that, with mitigation in the form of payment of fees, potential impacts due to fire safety would be reduced to less than significant levels. Therefore, with compliance with the Specific Plan Design Guidelines for fuel modification zones and the mitigation measures from FEIR No. 329 for Fire Protection Services, impacts associated with hazardous fire conditions would be reduced to less than significant levels. Accordingly, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

Mitigation: No additional mitigation is required beyond that which is already identified in FEIR No. 329; however, the mitigation for fire protection impacts is outdated and no longer reflects current County requirements; accordingly, the required mitigation has been updated to reflect current County requirements and would apply to the proposed Project.

MM 18.1 (Condition of Approval 10.PLANNING.017) ~~The Menifee North project will be required to participate in an existing Fire Protection Impact Mitigation Program (\$400.00 per dwelling unit and \$.25 per square foot for commercial/industrial) that provides funds for the purchase of equipment, remodel or construction of fire stations. The Project shall comply with County's Development Impact Fee (DIF) Ordinance, which requires payment of a development mitigation fee to assist in providing revenue that the County can use to improve public facilities and/or equipment, to offset the incremental increase in the demand for public services that would be created by the Project. Prior to building permit final inspection, the Project Applicant shall pay fees in accordance with the County's Ordinance 659.~~

Monitoring: The Riverside County Building and Safety Department shall ensure that appropriate fees have been paid in accordance with County Ordinance No. 659 prior to building permit final inspection for each residential dwelling unit within TTM 31500. No additional monitoring is required beyond that which is already identified in FEIR No. 329.

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| <b>HYDROLOGY AND WATER QUALITY</b> Would the project  |                          |                          |  |  |
| <b>25. Water Quality Impacts</b>  |                          |                          |  |  |
| a. Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                               | <input checked="" type="checkbox"/>          |
| b. Violate any water quality standards or waste discharge requirements?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                               | <input checked="" type="checkbox"/>          |
| c. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                               | <input checked="" type="checkbox"/>          |
| d. Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                               | <input checked="" type="checkbox"/>          |
| e. Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                               | <input checked="" type="checkbox"/>          |
| f. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                               | <input checked="" type="checkbox"/>          |
| g. Otherwise substantially degrade water quality?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                               | <input checked="" type="checkbox"/>          |
| h. Include new or retrofitted stormwater Treatment Control Best Management Practices (BMPs) (e.g. water quality treatment basins, constructed treatment wetlands), the operation of which could result in significant environmental effects (e.g. increased vectors or odors)?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                               | <input checked="" type="checkbox"/>          |

**Source:** Riverside County Flood Control District Flood Hazard Report/Condition; FEIR No. 329; *Project Specific Water Quality Management Plan for Tentative Tract Map 31500*, A C S Consulting, Inc., January 3, 2015; *Tentative Tract Map 31500 Preliminary Hydrology and Hydraulics Report*, JLC Engineering and Consulting, Inc., November 14, 2007; *Onsite Percolation Testing*, Leighton & Associates, January 30, 2015; HVWAP Figure 10.

**Findings of Fact:**

a) **No Substantial Change from Previous Analysis:** The proposed Project consists of a Tentative Tract Map that seeks to implement land uses within Planning Areas 32 and 33B of SP 260. Under existing conditions, the majority of Planning Area 32 comprises relatively flat land that is subject to routine discing as part of the site's existing agricultural use. The southeastern portion of Planning Area 33B encompasses an existing knoll, but is otherwise relatively flat and partially disturbed by several existing dirt access roadways.

As shown previously on Figure 7, the Project proposes to mass grade the site in order to accommodate development. With exception of the existing knoll in Planning Area 33B, the site's existing topography would generally be maintained, and the site's existing drainage pattern (i.e., from northeast to southwest)

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would be maintained. Although the Project would reduce the height of the existing knoll by approximately 78 feet from the existing peak elevation, the proposed grading would not significantly alter the site's existing drainage pattern because flows from this portion of the site would continue to flow towards the southwest, as occurs under existing conditions.

Impacts due to altered drainage patterns on-site were evaluated as part of FEIR No. 329, which determined that such impacts would be reduced to below a level of significance through compliance with the requirements of the Riverside County Flood Control and Water Conservation District (RCFCWCD) and the California State Water Quality Control Board, Santa Ana Region (RWQCB). The Project has met these requirements through the preparation of site-specific hydrology and water quality studies, which incorporate measures that ensure consistency with the RCFCWCD and RWQCB requirements. Since the area has largely been subject to disturbance and because the Project would generally maintain the site's existing drainage pattern, the proposed Project would not result in a substantial change to the existing drainage pattern of the site, and development of the site would not result in substantial erosion or siltation on- or off-site. Furthermore, Mitigation Measures MM 2.1 through MM 2.5, which address erosion impacts, would further ensure that erosion and siltation impacts remain below a level of significance. Accordingly, with compliance with the site-specific WQMP and hydrology study, impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

**b) No Substantial Change from Previous Analysis:** The California Porter-Cologne Water Quality Control Act (Section 13000 ("Water Quality") et seq., of the California Water Code), and the Federal Water Pollution Control Act Amendment of 1972 (also referred to as the Clean Water Act (CWA)) require that comprehensive water quality control plans be developed for all waters within the State of California. The Project site is located within the jurisdiction of the Santa Ana Regional Water Quality Control Board (RWQCB). Water quality information for the Santa Ana River Watershed is contained in the Santa Ana RWQCB's Water Quality Control Plan for the Santa Ana Basin (as most recently amended in February, 2008). This document is herein incorporated by reference and is available for public review at the Santa Ana RWQCB office located at 3737 Main Street, Suite 500, Riverside, CA 925101.

The CWA requires all states to conduct water quality assessments of their water resources to identify water bodies that do not meet water quality standards. Water bodies that do not meet water quality standards are placed on a list of impaired waters pursuant to the requirements of Section 303(d) of the CWA. The Project site resides within the Santa Ana River Watershed. Receiving waters for the property's drainage are Salt Creek, Canyon Lake, San Jacinto River, and Lake Elsinore. Canyon Lake is impaired by pathogens (bacteria & viruses) and nutrients, and Lake Elsinore is impaired by metals (mercury), nutrients, dissolved oxygen, polychlorinated biphenyls, sediment toxicity, sedimentation, and unknown toxicity (ACS Consulting, 2015, p. 18).

A specific provision of the CWA applicable to the proposed Project is CWA Section 402, which authorizes the National Pollutant Discharge Elimination System (NPDES) permit program that covers point sources of pollution discharging to a water body. The NPDES program also requires operators of construction sites one acre or larger to prepare a Stormwater Pollution Prevention Plan (SWPPP) and obtain authorization to discharge stormwater under an NPDES construction stormwater permit.

***Impact Analysis for Construction Related Water Quality***

Construction of the proposed Project would involve clearing, grading, paving, utility installation, building construction, and landscaping activities, which would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints, and other solvents with the potential to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during construction of the Project in the absence of any protective or avoidance measures.

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Pursuant to the requirements of the Santa Ana RWQCB and the County of Riverside, the Project would be required to obtain a NPDES Municipal Stormwater Permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. In addition, the Project would be required to comply with the Santa Ana RWQCB's Water Quality Control Plan for the Santa Ana Basin. Compliance with the NPDES permit and the Water Quality Control Plan for the Santa Ana Basin involves the preparation and implementation of a SWPPP for construction-related activities. The SWPPP is required to specify the Best Management Practices (BMPs) that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Mandatory compliance with the SWPPP would ensure that the proposed Project does not violate any water quality standards or waste discharge requirements during construction activities. Therefore, with mandatory adherence to the future required SWPPP and the mitigation requirements specified in EIR No 329, water quality impacts associated with construction activities would be less than significant and no mitigation measures would be required.

**Post Development Water Quality Impacts**

Storm water pollutants commonly associated with the land uses proposed by the Project (i.e., residential, park, and open space) include bacterial indicators, nutrients, pesticides, trash and debris, sediments, and oil and grease. Based on current receiving water impairments (303(d) List) and allowable discharge requirements (USEPA TMDL List), the Project's pollutants of concern are bacterial indicators, nutrients, pesticides, sediment, trash and debris, and oil and grease (ACS Consulting, 2015, p. 18). To meet NPDES requirements, the Project's proposed storm drain system is designed to route first flush runoff to a water quality/detention basins (Lots 230 and 231) located on-site prior to discharging flows off-site into the storm drain system. The water quality/detention basins have been sized to treat the first flush volumes from the Project site (refer to the Project's WQMP in Technical Appendix H).

Furthermore, pursuant to requirements of the RCFCWCD and RWQCB, a site-specific water quality management plan (WQMP) has been prepared for TR31500. This site-specific WQMP (Technical Appendix H) identifies measures that would be undertaken to preclude significant water quality impacts, including the incorporation of Best Management Practices (BMPs) into the design for the site. These measures include both operational source control BMPs and structural source control BMPs including, but not limited to: labeling storm drain inlets with the words "only run down the storm drain," providing owners or lessees with storm water pollution prevention information, preserving native trees, shrubs and groundcover to the maximum extent feasible, maintaining landscaping using minimum or no pesticides, and avoiding copper roofing, gutter, and trim that may leach into runoff.. The WQMP has been reviewed and approved by the RCFCWCD. Compliance with the requirements of the site-specific WQMPs will be assured through standard County conditions of approval (refer to Mitigation Measure MM 7.5, below). Accordingly, a significant impact to water quality standards or waste discharge requirements would not occur. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

c) **No Substantial Change from Previous Analysis:** The proposed Project does not include the use of wells on-site, and therefore would have no impact on groundwater levels due to groundwater extraction. Implementation of the proposed drainage system would allow for areas of infiltration of Project runoff. In addition, no groundwater was encountered during any borings on the Project site or within a depth of 10 feet below the bottom of either water quality/detention basin (Leighton , 2015, p. 3). Therefore, a significant impact to groundwater supplies would not occur. Accordingly, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.



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d) **No Substantial Change from Previous Analysis:** Site-specific hydrology and WQMP studies have been prepared for the Project to identify measures to reduce Project runoff, to ensure that the volume of runoff does not significantly increase with development of the site, and to ensure measures are incorporated to reduce the potential for polluted runoff that could affect water quality (refer to Technical Appendices H & I). Compliance with the site-specific hydrology study and WQMP would be assured through standard County conditions of approval (refer to Mitigation Measure MM 7.5, below). The Project's Hydrology analysis (Technical Appendix I) concluded that the storm drain system would provide required flood protection indicating that runoff from the proposed Project would not exceed the capacity of existing or planned stormwater drainage systems (JLC, 2007, p. 8). Therefore, with mandatory compliance with the site-specific hydrology study and WQMP, the proposed Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Accordingly, impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

e & f) **No Substantial Change from Previous Analysis:** A majority of the area proposed for subdivision by TR31500 occurs within Flood Hazard Zone A, which indicates, "Areas subject to inundation by the 1-percent-annual-chance flood event generally determined using approximate methodologies" (FEMA, 2014). In accordance with the Riverside County Flood Control and Water Conservation District (RCFCWCD) requirements, the hydrology study identifies and incorporates measures to ensure that: 1) the 10-year and 100-year flows are contained within curb sections of the street and street right-of-way, respectively; and 2) building pads all would be at least one-foot above the 100-year water surface elevation. An amended Master Drainage Plan (MDP) is currently being prepared, and, when completed, will be used to support removal of the developed portions of the site from the flood zone as part of a Conditional Letter of Map Revision (CLOMR) to be issued by FEMA (refer to Mitigation Measure MM 7.5, below). Accordingly, with implementation of the proposed Project, all housing proposed by the Project would be at least one-foot above the 100-year flood level, and the Project would not otherwise place structures within the 100-year flood hazard area that would impede or redirect flows. Therefore, impacts associated with 100-year flood hazard areas would be less than significant. Thus, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

g) **No Substantial Change from Previous Analysis:** There are no other conditions associated with the proposed Project that have the potential to adversely impact water quality. Mandatory compliance with the BMPs specified in the Project's WQMP (refer to Technical Appendix H and Mitigation Measure MM 7.5, below) would ensure that the Project does not result in any other impacts to water quality. Refer also to the response to Issue 25.b). Accordingly, impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

h) **No Substantial Change from Previous Analysis:** The Project does not propose any new or retrofitted stormwater Treatment Control Best Management Practices (BMPs) (e.g. water quality treatment basins, constructed treatment wetlands), the operation of which could result in significant environmental effects (e.g. increased vectors or odors). All detention and water quality basins proposed as part of the Project have been designed to meet the requirements of the RCFCWCD. As such, impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

**Mitigation:** The Project would be required to comply with the site-specific Hydrology Study and Water Quality Management Plan. In addition, the following water-quality related mitigation from EIR No. 329 shall apply, although some minor revisions have been incorporated to address current regulatory requirements.

|         |  | New<br>Significant<br>Impact | More<br>Severe<br>Impacts | New Ability<br>to<br>Substantially<br>Reduce<br>Significant<br>Impact | No<br>Substantial<br>Change from<br>Previous<br>Analysis |
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| MM 7.1  | (Condition of Approval 60.FLOOD RI.004) In accordance with the requirements of the Riverside County Flood Control District, the project will employ erosion control devices during grading, such as temporary berms, culverts, sand-bagging or desilting basins. Also, see Grading Plan Development Standard No. 2 of the Specific Plan which requires that a Grading Plan be prepared which includes techniques employed to prevent erosion and sedimentation during and after the grading process.   |                              |                           |   |  |
| MM 7.2  | (Condition of Approval 10-41). The project will comply with the requirements of the California State Water Quality Control Board, Santa Ana Region   |                              |                           |   |  |
| MM 7.3: | (Condition of Approval 10-42)The project will comply with any ordinances or regulations relative to water quality in the San Jacinto Drainage area that are in place at the time of Specific Plan or subsequent tentative map approvals.   |                              |                           |   |  |
| MM 7.4  | (Condition of Approval 60.BS GRADE.001) Pursuant to requirements of the State Water Resources Control Board, a state-wide general National Pollution Discharge Elimination System (NPDES) construction permit will apply to all construction activities. Construction activity includes: cleaning, grading, or excavation that results in the disturbance of at least five acres of total land area, or activity which is part of a larger common plan of development of five acres or greater. Therefore, as a mitigation for this Specific Plan, the developer or builder shall obtain the appropriate NPDES construction permit prior to commencing grading activities. All development within the specific plan boundaries shall be subject to future requirements adopted by the County to implement the NPDES program. |                              |                           |   |  |

Although standard requirements of Riverside County, the following mitigation measure has nonetheless been identified to ensure compliance with the Project's site-specific hydrology study and WQMP, and to ensure that no structures are developed within the floodplain.

MM 7.5 (Condition of Approval 10.FLOOD RI.024) In compliance with Santa Ana Region and San Diego Region Regional Water Quality Control Board Orders, and Beginning January 1, 2005, projects submitted within the western region of the unincorporated area of Riverside County for discretionary approval will be required to comply with the Water Quality Management Plan for Urban Runoff (WQMP). The WQMP addresses post-development water quality impacts from new development and redevelopment projects. The WQMP requirements will vary depending on the project's geographic location (Santa Ana, Santa Margarita or Whitewater River watersheds). The WQMP provides detailed guidelines and templates to assist the developer in completing the necessary studies. These documents are available on-line at: [www.rcflood.org](http://www.rcflood.org) under Programs and Services, Stormwater Quality.

To comply with the WQMP a developer must submit a "Project Specific" WQMP. This report is intended to a) identify potential post-project pollutants and hydrologic impacts associated with the development; b) identify proposed mitigation measures (BMPs) for identified impacts including site design, source control and treatment control post-development BMPs; and c) identify sustainable funding and maintenance mechanisms for the aforementioned BMPs. A template for this report is included as 'exhibit A' in the WQMP.

| New Significant Impact | More Severe Impacts | New Ability to Substantially Reduce Significant Impact | No Substantial Change from Previous Analysis |
|------------------------|---------------------|--|--|
|------------------------|---------------------|--|--|

The developer has submitted a report that meets the criteria for a Preliminary Project Specific WQMP. The report will need to be revised to meet the requirements of a Final Project Specific WQMP. Also, it should be noted that if 401 certification is necessary for the project, the Water Quality Control Board may require additional water quality measures.

**MM 7.6** (Condition of Approval 80-28) As development occurs within the floodplain, the alteration of the floodplain must also be determined under developed conditions, and a Conditional Letter of Map Revision (CLOMR) shall be issued by the Federal Emergency Management Agency (FEMA) prior to building permit issuance.

**Monitoring:** Monitoring for compliance with the site-specific Hydrology Study and Water Quality Management Plan would occur by the RCFCWCD during future applications for Final Maps and grading permits. Monitoring for revisions to the flood plain would be verified by the Riverside County Building and Safety Department prior to the issuance of building permits. Monitoring shall also occur as specified by EIR No. 329.

**26. Floodplains**

Degree of Suitability in 100-Year Floodplains. As indicated below, the appropriate Degree of Suitability has been checked.

NA - Not Applicable  U - Generally Unsuitable  R - Restricted

|  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Changes in absorption rates or the rate and amount of surface runoff?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam (Dam Inundation Area)?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Changes in the amount of surface water in any water body?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**Source:** Riverside County General Plan Figure S-10 "Dam Failure Inundation Zone;" Riverside County Flood Control District Flood Hazard Report/Condition; GIS database; FEIR No. 329; *Project Specific Water Quality Management Plan for Tentative Tract Map 31500*, A C S Consulting, Inc., January 3, 2015; *Tentative Tract Map 31500 Preliminary Hydrology and Hydraulics Report*, JLC Engineering and Consulting, Inc., November 14, 2007; HVWAP Figure 11.

**Findings of Fact:**

**a) No Substantial Change from Previous Analysis:** The proposed Project consists of a Tentative Tract Map that seeks to implement land uses within Planning Areas 32 and 33B of SP 260. Under existing conditions, the majority of Planning Area 32 comprises relatively flat land that is subject to routine discing as part of the site's existing agricultural use. The southeastern portion of Planning Area 33B encompasses an existing knoll, but is otherwise relatively flat and partially disturbed by several existing dirt access roadways. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

| New Significant Impact | More Severe Impacts | New Ability to Substantially Reduce Significant Impact | No Substantial Change from Previous Analysis |
|------------------------|---------------------|--|--|
|------------------------|---------------------|--|--|

As shown previously on Figure 7, the Project proposes to mass grade the site in order to accommodate development. With exception of the existing knoll in Planning Area 33B, the site's existing topography would generally be maintained, and the site's existing drainage pattern (i.e., from northeast to southwest) would be maintained (ACS Consulting, 2015, p. 8). Although the Project would reduce the height of the existing knoll by approximately 78 feet from the existing peak elevation, the proposed grading would not significantly alter the site's existing drainage pattern because flows from this portion of the site would continue to flow towards the southwest, as occurs under existing conditions.

Impacts due to altered drainage patterns on-site were evaluated as part of FEIR No. 329, which determined that such impacts would be reduced to below a level of significance through compliance with the requirements of the Riverside County Flood Control and Water Conservation District (RCFCWCD) and the California State Water Quality Control Board, Santa Ana Region (RWQCB). The Project has met these requirements through the preparation of site-specific hydrology and water quality studies, which incorporate measures that ensure consistency with the RCFCWCD and RWQCB requirements. Since the area has largely been subject to disturbance and because the Project would generally maintain the site's existing drainage pattern, the proposed Project would not result in a substantial change to the existing drainage pattern of the site, and development of the site would not result in substantial increase to the potential for flooding either on- or off-site. Therefore, with compliance with the site-specific WQMP and hydrology study, impacts would be less than significant.

**b) No Substantial Change from Previous Analysis:** According to site-specific hydrology studies prepared for TR31500, there would be no substantial increase in the rate or amount of runoff from the site with implementation of the proposed Project. Implementation of the proposed drainage system would provide for areas of infiltration of Project runoff. Accordingly, impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

**c) No Substantial Change from Previous Analysis:** According to Figure 11 of the HVWAP, the Project site is not located within or adjacent to any areas prone to flood hazards associated with levees and dams (Riv. County, 2003b, Figure 11). According to General Plan Figure S-10, the Project site is not subject to dam inundation hazards (Riv. County, 2003a, Figure S-10). Therefore, the proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam, and impacts would be less than significant. Accordingly, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

**d) No Substantial Change from Previous Analysis:** According to the site-specific hydrology study prepared for TR31500, there would be no substantial change in the rate or amount of runoff from the site with implementation of the proposed Project. Therefore, the proposed Project would not result in any changes in the amount of surface water in any water body, and impacts would be less than significant. Accordingly, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**LAND USE/PLANNING** Would the project

**27. Land Use**

a. Result in a substantial alteration of the present or planned land use of an area?

|  | New Significant Impact   | More Severe Impacts      | New Ability to Substantially Reduce Significant Impact | No Substantial Change from Previous Analysis |
|--|--------------------------|--------------------------|--|--|
| b. Affect land use within a city sphere of influence and/or within adjacent city or county boundaries? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                               | <input checked="" type="checkbox"/>          |

Source: Riverside County General Plan, GIS database, Project Application Materials, FEIR No. 329

Findings of Fact:

a) **No Substantial Change from Previous Analysis:** Changes proposed as part of SP260S1 involve minor reconfigurations to the land uses within an approved specific plan. Proposed changes to land uses within SP 260 would not comprise a "substantial alteration" of the present or planned land use of the area. Additionally, the Project would result in a reduction of two units, which would not represent a substantial change in the amount of development proposed within the Specific Plan area. As such, impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

b) **No Substantial Change from Previous Analysis:** The Project site is located adjacent to the boundary of the City of Menifee, which is located west of the site. However, the Project site is not located within the City of Menifee's Sphere of Influence (SOI). Additionally, Exhibit LU-2 of the Menifee General Plan designates the Project site for "Specific Plan," and the Project would be consistent with that designation. Accordingly, the proposed Project would not affect land use within a city sphere of influence, and the proposed Project would not affect any land uses within the City of Menifee. As such, impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

|   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <b>28. Planning</b>   |                          |                          |                          |                                     |
| a. Be consistent with the site's existing or proposed zoning?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Be compatible with existing surrounding zoning?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Be compatible with existing and planned surrounding land uses?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Be consistent with the land use designations and policies of the Comprehensive General Plan (including those of any applicable Specific Plan)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?                         | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Source: Riverside County General Plan, Staff review, GIS database, FEIR No. 329

Findings of Fact:

a) **No Substantial Change from Previous Analysis:** Change of Zone (CZ07870) is proposed to re-define the Planning Area boundaries that have changed as a result of the Project, although no change in the Specific Plan zoning text is proposed. Uses proposed as part of TR31500 would be fully consistent with the existing SP 260 zoning requirements for Planning Areas 32 and 33B. Accordingly, impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

| New Significant Impact | More Severe Impacts | New Ability to Substantially Reduce Significant Impact | No Substantial Change from Previous Analysis |
|------------------------|---------------------|--|--|
|------------------------|---------------------|--|--|

b) and c) **No Substantial Change from Previous Analysis:** The issue of the proposed Project's consistency with surrounding land uses and zoning designations was evaluated in FEIR No. 329, which concluded that the proposed Project would be compatible with existing and proposed surrounding zoning designations and land uses. As indicated above under the description of surrounding land uses and zoning, the Project site is largely surrounded by urban development, with exception of the extreme southern portions of the Specific Plan area. The southeastern portion of the Specific Plan area accommodates 102.8 acres of open space (Planning Area 36). This area is adjacent to the open space associated with the Double Butte. There are no components of the proposed Project that would result in a significant conflict with adjacent surrounding land uses and zoning; therefore, impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

d) **No Substantial Change from Previous Analysis:** The Project proposes minor modifications to SP 260 to accommodate adjustments to the internal configuration of land uses within the plan. With approval of the proposed Project, there would be no inconsistencies with the approved Specific Plan.

When the County's General Plan was updated in 2003, a new policy area (Highway 79 Policy Area) was adopted to address transportation infrastructure capacity within the policy area. Policy HWWAP 7.2 specifically requires that new development within the policy area must produce traffic generation at a level that is 9% less than the trips projected from the General Plan traffic model residential land use designations. At the time the General Plan was updated, Planning Areas 33A and 33B were identified as a single planning area (Planning Area 33) comprising 57.7 acres, while Planning Area 32 encompassed approximately 21.8 acres. Both of these planning areas were assumed by the General Plan EIR to be built out at their mid-point density range for the Medium Density Residential (MDR) land use designation (i.e., 3.5 du/ac); thus, the General Plan traffic model would have assumed that Planning Areas 32 and 33 would be developed with up to 278 dwelling units (79.5 acres x 3.5 du/ac = 278 dwelling units). Under the proposed Project, Planning Areas 32 and 33B would be developed with up to 206 dwelling units, while no dwelling units would be constructed in Planning Area 33A. As such, traffic generated by the Project would comprise approximately 74.1% of the total traffic that would have been accounted for in the 2003 General Plan traffic model (206 units/278 units x 100 = 74.1%). Accordingly, the Project would be fully consistent with the Highway 79 Policy Area.

The Project would be consistent with all other applicable policies of the General Plan and Harvest Valley/Winchester Area Plan. Accordingly, impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

e) **No Substantial Change from Previous Analysis:** The proposed Project would not result in the physical disruption or division of any established communities. The proposed Project represents the continuation of an existing development pattern (i.e., residential, commercial, business park, and recreational land uses) that would contribute to the establishment of a community in the area. As such, the Project would not disrupt or divide an established community and no impacts would occur. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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**MINERAL RESOURCES** Would the project

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|   | New Significant Impact   | More Severe Impacts      | New Ability to Substantially Reduce Significant Impact | No Substantial Change from Previous Analysis |
|---|--------------------------|--------------------------|--|--|
| <b>29. Mineral Resources</b>  |                          |                          |  |  |
| a. Result in the loss of availability of a known mineral resource that would be of value to the region or 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"/>          |
| c. Be an incompatible land use located adjacent to a State classified or designated area or existing surface mine?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                               | <input checked="" type="checkbox"/>          |
| d. Expose people or property to hazards from proposed, existing or abandoned quarries or mines?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                               | <input checked="" type="checkbox"/>          |

Source: Riverside County General Plan, EIR No 325

Findings of Fact:

a & b) **No Substantial Change from Previous Analysis:** According to Figure OS-5 of the Riverside County General Plan, the Project site is located within a Mineral Resources Zone 3 (MRZ-3) (Riv. County, 2003a, Figure OS-5). Pursuant to the Surface Mining and Reclamation Act of 1975 (SMARA), MRZ-3 is defined by the State of California Department of Conservation SMARA Mineral Land Classification project as an area "where the available geologic information indicates that mineral deposits are likely to exist, however the significance of the deposit is undetermined." Furthermore, the Project site is not identified as a locally-important mineral resource recovery site by the Riverside County General Plan or by SP 260. FEIR No. 329 Consistent with the finding of FEIR No. 329, impacts would not occur. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

c & d) **No Substantial Change from Previous Analysis:** The Project site is not located within or near any lands that are classified as Mineral Resources Zone 2 (MRZ-2), which are areas known to have mineral resources deposits. Additionally, lands abutting the Project site do not include any known active or abandoned mining or quarry operations. Therefore, the Project would not be an incompatible land use located adjacent to a State classified or designated area or existing surface mine and would not expose people or property to hazards from mines. Accordingly, impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**NOISE** Would the project result in

**Definitions for Noise Acceptability Ratings**

Where indicated below, the appropriate Noise Acceptability Rating(s) has been checked.

NA - Not Applicable

A - Generally Acceptable

B - Conditionally Acceptable

C - Generally Unacceptable

D - Land Use Discouraged

**30. Airport Noise**

a. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport would the project expose people residing or working in the

|  | New Significant Impact   | More Severe Impacts      | New Ability to Substantially Reduce Significant Impact | No Substantial Change from Previous Analysis |
|--|--------------------------|--------------------------|--|--|
| project area to excessive noise levels?<br>NA <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/>  |                          |                          |  |  |
| b. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?<br>NA <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                               | <input checked="" type="checkbox"/>          |

Source: Riverside County General Plan, Google Earth

**Findings of Fact:**

a & b) **No Substantial Change from Previous Analysis:** The Project site is located within the Airport Influence Area boundary for the March Air Reserve Base (Mead and Hunt, 2014, Map MA-1). However, the Project site does not fall within the Noise Impact Area identified in the March Air Reserve Land Use Compatibility Plan (Mead and Hunt, 2014, Exhibit MA-4); therefore, there would be a less-than-significant impact in this regard. The Project site is not located within two miles of a public or private airport or airstrip (Riv. County, 2003a, Figure S-19). The nearest airport facility is the Perris Valley Airport, which is located approximately 5.0 miles northwest of the Project site (Google Earth, 2014). Furthermore, FEIR No. 329 concluded that none of the planning areas currently within SP260 would be exposed to noise impacts associated with March Air Force Base. As such, the proposed Project would not expose people residing in the Project area to excessive noise levels associated with airports or airstrips and no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

**Mitigation:** No mitigation is required.

**Monitoring:** No monitoring is required.

| 31. Railroad Noise   | New Significant Impact   | More Severe Impacts      | New Ability to Substantially Reduce Significant Impact | No Substantial Change from Previous Analysis |
|--|--------------------------|--------------------------|--|--|
| NA <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                               | <input checked="" type="checkbox"/>          |

Source: Riverside County General Plan, Google Earth, FEIR No. 329

**Findings of Fact:**

**No Substantial Change from Previous Analysis:** An existing rail corridor occurs along the southern alignment of Mathews Road to the south of the Project site (Riv. County, 2003a, Figure C-1). Impacts associated with railroad noise were previously evaluated in FEIR No. 329, which concluded that such impacts would be less than significant. In addition, areas proposed for development as part of TR31500 are located approximately 1.0 mile from this rail corridor (Google Earth, 2014). Accordingly, impacts would be less than significant and implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

**Mitigation:** No mitigation is required.

**Monitoring:** No monitoring is required.

| 32. Highway Noise  | New Significant Impact   | More Severe Impacts      | New Ability to Substantially Reduce Significant Impact | No Substantial Change from Previous Analysis |
|--|--------------------------|--------------------------|--|--|
| NA <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                               | <input checked="" type="checkbox"/>          |



| New Significant Impact | More Severe Impacts | New Ability to Substantially Reduce Significant Impact | No Substantial Change from Previous Analysis |
|------------------------|---------------------|--|--|
|------------------------|---------------------|--|--|

**Source:** *Noise Analysis for TTM 31500 Mestre Greve Associates*, June 3, 2011; FEIR No. 329; *Menifee North Substantial Conformance #1 (Tract 31500) Noise Impact Study Update Letter*, RK Engineering, March 16, 2015.

Findings of Fact:

**No Substantial Change from Previous Analysis:** Highway 74 traverses the Specific Plan area in an east to west orientation. No other highways exist within the proposed Project's vicinity. As previously discussed in FEIR No. 329, residential land uses in portions of the Menifee North Specific Plan area would be exposed to significant traffic noise levels from surrounding roadways, especially for residential uses abutting Menifee Road, Briggs Road, and Route 74. To mitigate potentially significant noise impacts, FEIR No. 329 required that future residential development projects perform updated noise impact analyses and implement design considerations to reduce exterior and interior noise levels to acceptable levels (see FEIR No. 329, Section V.5.c.). In conformance with this requirement, an updated noise analysis was conducted to evaluate noise levels affecting the Project's proposed dwelling units (refer to Technical Appendix F3). As concluded in the Project's noise impact study update letter, noise attenuation barriers, upgraded windows, and a "Windows Closed" condition would be required at the interface between proposed residential uses and Emperor or Mc Laughlin/Norma Jean Road in order to ensure future residences on-site achieve the County's interior and exterior noise standards (refer to Mitigation Measures MM 5.2, MM 5.4, and MM 5.7). With implementation of the required mitigation, the Project would achieve the County's interior and exterior noise thresholds.

In addition, off-site vehicular-related noise impacts were identified as significant and unavoidable as part of FEIR No. 329, and a statement of overriding considerations was adopted by the Board of Supervisors at the time FEIR No. 329 was certified. However, the proposed Project would not result in an increase in the level of noise anticipated along this segment of SR-74, as the proposed Project would result the same number of dwelling units on-site. Although the Project still would contribute to significant noise impacts along SR-74 westerly of Palomar Road, such impacts would not be greater than was previously disclosed as part of FEIR No. 329. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

**Mitigation:** Mitigation from EIR No. 329 would continue to apply to the proposed Project, although some modifications and additions have been made, as presented below, to reflect current County requirements and the site-specific findings of the Project's Noise Impact Analysis.

MM 5.2 (~~Condition of Approval 80-29 Residential, commercial and Business Park uses along Menifee Road, Briggs Road, and Route 74~~Emperor Road or McLaughlin Road/Norma Jean Road may experience noise levels over 65 CNEL without some form of mitigation. In order to ensure that noise levels on-site achieve Riverside County's interior and exterior noise thresholds, five- to six-foot tall noise barriers shall be constructed between proposed residential uses on-site and abutting segments of Emperor Road and McLaughlin Road/Norma Jean Road, as follows:

- Lots 15 through 28: 5.0 ft
- Lots 60 through 69: 6.0 ft
- Lots 137 through 156: 6.0 ft
- Lots 176 through 182: 6.0 ft
- Lots 183 through 191: 5.0 ft

Prior to the issuance of building permits, the County Building and Safety Department shall review proposed architecture plans to ensure that the walls are identified on

| New Significant Impact | More Severe Impacts | New Ability to Substantially Reduce Significant Impact | No Substantial Change from Previous Analysis |
|------------------------|---------------------|--|--|
|------------------------|---------------------|--|--|

Project plans. The required noise barriers may consist of a wall, a berm, or a combination of the two. The noise barriers shall have a surface density of at least 3.5 pounds per square foot, and shall have no openings or gaps. The wall may be constructed of masonry block; stucco veneer over wood framing (or foam core); one-inch thick tongue and groove wood of sufficient weight per square foot; or glass (1/4 inch thick), or other transparent material with sufficient weight per square foot. ~~Mitigation measures are needed to reduce on-site levels in outdoor and indoor residential areas exposed to exterior ambient noise levels greater than 65 CNEL. Therefore, a more detailed noise analysis will be warranted when development plans are developed for areas along these roadways. As stated in Section III.A.Lb, Comprehensive Land Use Plan Development Standards (No. 22), "Prior to the issuance of final grading plans for individual planning areas, a detailed noise analysis shall be prepared to determine the height and location of noise barriers needed to achieve acceptable noise levels. This condition shall apply to all planning areas in the Menifee North Specific Plan adjacent to Menifee Road, Briggs Road and Route 74. This includes Planning Areas 21, the proposed elementary schools adjacent to Briggs Road. Mitigation measures for the school can include construction of a sound wall and sound insulation for the buildings. Another option would be to relocate the school site to an area where the noise level is 60 CNEL or less.~~

MM 5.4 (Condition of Approval 80-30) Prior to the issuance of building permits, the County Building and Safety Department shall review proposed architecture plans to ensure that Lots 15-28, 60-69, 137-156, and 176-191 of TR31500 are provided with enhanced interior noise protection. The enhanced interior noise protection shall include the following for Lots 15-28, 60-69, 137-156, and 176-191:

- Mechanical ventilation system (i.e., air conditioning units);
- Upgraded windows and sliding glass doors with a minimum STC rating of 25 for all first floor windows and sliding glass doors facing Emperor Road or Norma Jean Road;
- Upgraded windows and sliding glass doors with a minimum STC rating of 26 and 28 for all second floor windows and sliding glass doors facing Emperor Road or Norma Jean Road, respectively;
- Where attic vents directly face Norma Jean Road or Emperor Road, acoustical baffles shall be required;
- All exterior windows, doors, and sliding glass doors shall have a positive seal and leaks/cracks shall be kept to a minimum.

MM 5.7 (Condition of Approval 90-19) Prior to building permit final inspection for Lots 15-28, 60-69, 137-156, or 176-191 of TR31500, an interior noise analysis shall be prepared demonstrating compliance with the County's interior noise standard of 45 Ldn. The interior noise analysis shall evaluate proposed building materials to determine whether special architectural design measures are necessary to achieve the required interior noise level reductions. Special architectural measures may include, but are not limited to, glazing (e.g., dual-paned windows), insulation, roof material, caulking standards, or other measures as recommended by the acoustical engineer. All requirements of the future interior noise analysis shall be reflected on the building plans.

Monitoring: No additional monitoring is required beyond that which is already identified in FEIR No. 329.

|  | New Significant Impact | More Severe Impacts | New Ability to Substantially Reduce Significant Impact | No Substantial Change from Previous Analysis |
|--|------------------------|---------------------|--|--|
|--|------------------------|---------------------|--|--|

**33. Other Noise**

NA     A     B     C     D                

Source: FEIR No. 329, Google Earth

Findings of Fact:

**No Substantial Change from Previous Analysis:** The proposed Project consists of a residential subdivision located within an existing Specific Plan. Other than on- and off-site traffic-related noise and construction-related noise (discussed below under Issue 34), there are no other components of the proposed Project or surrounding environment that could result in significant noise impacts either on- or off-site. Accordingly, impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**34. Noise Effects on or by the Project**

|   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Source: Riverside County General Plan; TTM 31500 Construction Noise Analysis, Mestre Greve Associates, July 12, 2011; Noise Analysis for TTM 31500 Mestre Greve Associates, June 3, 2011; Noise Impact Study Update Letter, RK Engineering Group, Inc., March 16, 2015; FEIR No. 329; Ordinance No. 847.

Findings of Fact:

a) **No Substantial Change from Previous Analysis:** Noise impacts associated with implementation of SP260 were previously evaluated as part of FEIR No. 329. As a proposed residential subdivision, the proposed Project would not result in a substantial increase in noise because residential uses are not typically associated with a substantial permanent increase in ambient noise levels above pre-existing levels. Impacts due to traffic generated by the Project also were evaluated as part of FEIR No. 329, which concluded that implementation of SP260 would result in significant and unavoidable noise impacts affecting residential uses located along SR-74, Antelope Road, and Mapes Road. The proposed Project would maintain the number of residential units permitted on-site; therefore, the proposed Project is consistent with the findings of FEIR No. 329 with respect to mobile-source related noise impacts, and there

| New Significant Impact | More Severe Impacts | New Ability to Substantially Reduce Significant Impact | No Substantial Change from Previous Analysis |
|------------------------|---------------------|--|--|
|------------------------|---------------------|--|--|

are no components of the Project that would result in a substantial permanent increase in ambient noise levels beyond what was already evaluated and disclosed by FEIR No. 329. Accordingly, implementation of the proposed Project would not result in a substantial permanent increase in ambient noise levels beyond what was previously disclosed as part of FEIR No. 329; impacts would be less than significant and no new mitigation would be required.

**b) No Substantial Change from Previous Analysis:** During construction of the proposed Project, there is a potential that construction-related noise could result in a substantial temporary increase in ambient noise levels in the Project area. Impacts associated with construction activity were previously evaluated as part of FEIR No. 329, which concluded that such impacts would be less than significant assuming the timing of construction activities is restricted to daytime hours (i.e., 7 a.m. to 7 p.m. Monday through Friday), as required by Mitigation Measure MM 5.1. In addition, construction-related noise is regulated by Riverside County Ordinance No. 847 ("Noise Ordinance"), which exempts construction-related noise from the Noise Ordinance standards provided that construction is limited to between 6:00 a.m. and 6:00 p.m. during the months of June through September, and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May (Riv. County, 2007).

In addition, a site-specific Construction Noise Analysis was prepared for TR31500 that addresses near-term noise impacts due to construction activities. The analysis considers noise associated with site grading and building activities, and includes an analysis of noise effects associated with proposed blasting and rock crushing activities. Blasting and rock crushing activities would be required in support of TR31500 as necessary to grade the existing landform that occurs in the southeastern portion of the Project site (Mestre Greve , 2011b, p. 1). Figure 11, *Areas Subject to Blasting During Construction*, depicts the portions of the site that would require blasting during construction, and shows the distance from proposed blasting areas to nearby sensitive receptors.

**Noise Impact Criteria**

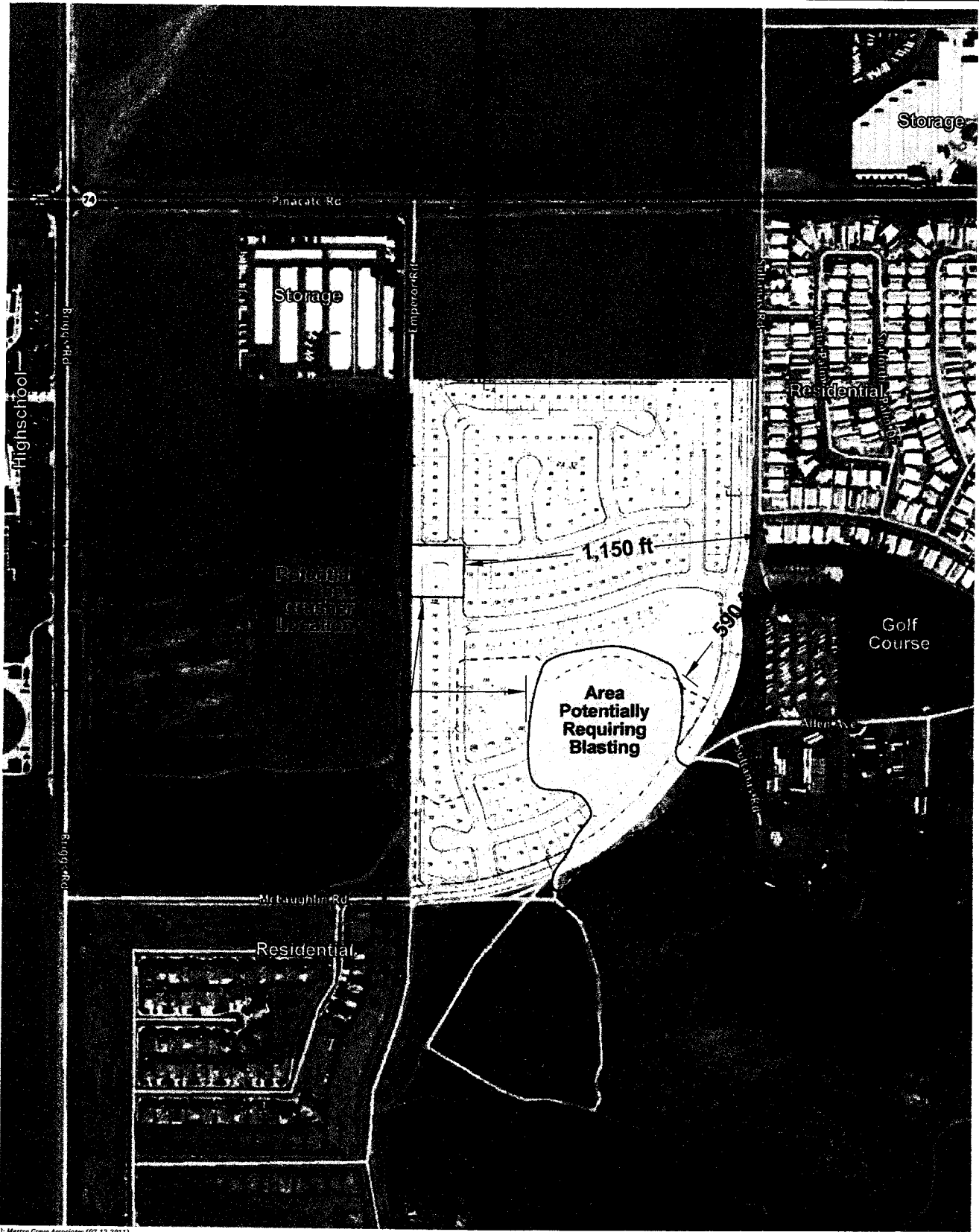
For non-rural residential uses (as defined by the General Plan Land Use Designation) the daytime noise limit is 55 dBA and the nighttime limit is 45 dBA. Rural residential limits are 45 dBA during the daytime and nighttime. The area east of the Project site, south of the existing development, is designated in the General Plan as Rural Mountainous, but there are no developed homes in this area. The high school is located in a Public Facilities area which has a daytime noise limit of 65 dBA and a nighttime limit of 45 dBA. The storage facility located at the northwest corner of the Project site is in a Commercial Retail area which has a daytime limit of 65 dBA and a nighttime limit of 55 dBA. (Mestre Greve , 2011b, p. 2)

**Potential Construction Impacts**

Based on the Construction Noise Analysis findings, the peak ("worst-case") noise level for most of the equipment that would be used during construction is 70 to 95 dBA at a distance of 50 feet. These noise levels would be reduced to approximately 58 to 83 dBA at a distance of 200 feet, and to 52 to 77 dBA at a distance of 400 feet. (Mestre Greve , 2011b, p. 2)

During grading activities, as heavy equipment passes nearly adjacent to the existing residences located along the eastern Project boundary, residents would be exposed to peak noise levels approaching 100 dBA. However, such noise levels would be periodic and only would occur when heavy equipment is operated near full power adjacent to the homes. Much of the time the equipment would be located more than 500 feet away from these homes and noise levels would be reduced by approximately 20 dB and are projected to be approximately 70 dBA. Average (Leq) noise levels at the adjacent homes would typically be expected to be less than 60 dBA, although when activity is concentrated near the homes average levels could approach 70 dBA. (Mestre Greve , 2011b, p. 3)

Noise levels during construction also have the potential to affect the Heritage High School; however, noise levels affecting this facility are not expected to exceed the 65 dBA (Lmax) limit established by the Noise Ordinance. (Mestre Greve , 2011b, p. 3)



Source(s): Mestre Greve Associates (07-12-2011)

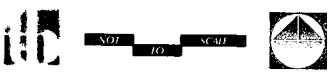


FIGURE 11

**AREAS SUBJECT TO BLASTING DURING CONSTRUCTION**

| New Significant Impact | More Severe Impacts | New Ability to Substantially Reduce Significant Impact | No Substantial Change from Previous Analysis |
|------------------------|---------------------|--|--|
|------------------------|---------------------|--|--|

The analysis presented above illustrates that typical construction activities would not exceed the Noise Ordinance limits at the high school to the west of the Project site. As heavy equipment operates near the residences to the east and south it would generate noise levels exceeding the limits. However, the Project does not propose construction activities outside the hours exempted by the Noise Ordinance. Therefore, typical construction would not result in a significant noise impact. As such, impacts associated with construction noise would be less than significant and the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

**Potential Blasting and Rock Crushing Impacts**

During a portion of the construction activities, blasting and rock crushing would be required to facilitate the removal of non-rippable rock that occurs in the southeastern portion of TR31500 (refer to Figure 11). The area subject to blasting is located approximately 590 feet from the nearest residence to the east, and 1,890 feet from the high school to the west. (Mestre Greve , 2011b, p. 3)

When blasting is necessary, an assessment of the proposed blast site and the surrounding setting would be made to determine the appropriate size and location of the charge. This determination takes into account the nature, location, and use of all buildings and areas around the proposed blast site, such that design and completion of the blast event will minimize any potential impacts related to safety, noise, and vibration in accordance with applicable regulations. Following the initial assessment, the procedure typically involves multiple days of pre-blast drilling and set up, followed by the "shot" event. Pre-blasting procedures vary depending on the size of the area to be blasted, depth of drilling, type of material, the presence of groundwater, the desired size of the blasted material (size of boulders), and the presence of existing utilities and developments. Typically, no more than one "shot" event is undertaken per day. Approximately four "shot" events are anticipated for the entire Project. (Mestre Greve , 2011b, p. 3)

The necessity, exact location, frequency, and duration of blasting are determined when grading operations have begun and the geologic condition of the bedrock is exposed. Noise levels generated by blasting activities are greatly affected by the amount and type of charge and the depth of the charge. The noise level generated by the charge varies by approximately 3 dB for each doubling or halving of charge weight. The depth of the charge can vary noise levels by up to 40 dB with deeper charges generating lower noise levels. As discussed above, this information will not be determined until after grading operations have begun. Because of this, no quantitative assessment of the potential noise and vibration impacts from blasting can be performed at this time. It should be noted, however, that blasting such as that anticipated for the TT31500 would be comparable to the type of blasting that has been successfully accomplished for numerous development projects located near existing residential developments wherein no significant adverse impacts occurred. (Mestre Greve , 2011b, p. 4)

Prior to blasting activities occurring, a blasting plan would be prepared and a blasting permit required from the Riverside County Sheriff's Department would be required pursuant to Riverside County Ordinance No. 787 (Mestre Greve , 2011b, p. 4). As part of the Sheriff's Department review, additional conditions and procedures may be imposed as necessary to protect the health and safety of the public. To ensure that noise effects associated with blasting during construction of the proposed Project is minimized, the County has imposed the following condition of approval that would need to be included as part of the blasting permit application (refer to Mitigation Measure MM 5.1):

*In conjunction with development of the blasting plan required as a component of a blasting permit application from the Riverside County Sheriff's Department, a noise and vibration minimization plan shall be prepared. The plan shall include provisions for the control of potential noise and vibration impacts associated with blasting activities. Such provisions shall be based on the Blasting Guidance Manual issued in March 1987 by the U.S. Department of the Interior, Office of Surface Mining, Reclamation, and Enforcement.*

| New Significant Impact | More Severe Impacts | New Ability to Substantially Reduce Significant Impact | No Substantial Change from Previous Analysis |
|------------------------|---------------------|--|--|
|------------------------|---------------------|--|--|

Compliance with the above-listed condition of approval would minimize impacts associated with blasting-related noise during construction. However, it should be noted that noise associated with blasting activities would be exempt from County Ordinance No. 847, as the Project would be required to adhere to the timing restrictions specified in the ordinance.

In addition to blasting activities, rock crushing would be required to crush rock excavated from the hill side in the southeastern portion of the site and to facilitate export of the material from the site. A rock crusher represents a unique construction noise source because it has a fixed location, generates considerable noise levels, and would operate continuously for a considerable period of time (i.e., months). According to the Project's noise consultant, rock crushers generate a maximum noise level of approximately 93 dBA at 50 feet from the crusher, and an average (Leq) noise level of approximately 81 dBA at the same distance. (Mestre Greve , 2011b, p. 4)

Figure 11 depicts the preferred location of the rock crusher. This location was selected because it maximizes distance from the crusher to nearby land uses, thereby minimizing noise effects. The Project has been conditioned to require that the rock crusher occur in the approximate location depicted on Figure 11 (refer to Mitigation Measure MM 5.9). With the location depicted on Figure 11, maximum noise levels at nearby residences would be approximately 66 dBA, and average noise levels would be approximately 54 dBA. The 55 dBA residential noise ordinance limit established by Ordinance No. 847 would be exceeded approximately 20 percent of the time (i.e., 12 minutes per hour); however, as noted previously, construction activities are exempt from Ordinance No. 847 with limitations in hours of operation (as noted above). (Mestre Greve , 2011b, p. 5)

The analysis presented above illustrates that the rock crusher would generate noise levels in exceedance of the Riverside County Noise Ordinance at the existing residences to the east and southwest of the Project site and the storage facility at the northwest corner. However, the noise levels would only be expected to exceed the limits for less than 20 percent of the time. No rock crushing is proposed to occur outside of the hours from which construction noise is exempted from the noise ordinance and noise levels from rock crushing are not projected to substantially exceed the noise ordinance limits. As such, impacts associated with blasting and rock crushing would be less than significant and the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

**Conclusion**

Although near-term construction activities would produce substantial noise levels, such noise is exempt from the County's Noise Ordinance (with timing restrictions). Noise effects during construction would be further reduced through compliance with the conditions of approval imposed on the Project for construction noise. Accordingly, the proposed project would not result in a substantial temporary or periodic increase in ambient noise levels, and impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

**c) No Substantial Change from Previous Analysis:** As discussed above under the analysis of Issue 34.b), near-term construction noise would be consistent with the County's Noise Ordinance requirements for construction activities, assuming compliance with the Project's conditions of approval. Therefore, the Project would not result in any noise impacts during construction that would expose persons to or generate noise levels in excess of established noise standards. However, the Project has the potential to result in noise levels in excess of the County's standard under long-term conditions due to the potential exposure of future on-site residents to traffic-related noise from nearby streets and due to the potential for Project-related traffic to create or contribute to noise levels along off-site streets. Each of these conditions is discussed below.

|                        |                     |  |  |
|------------------------|---------------------|--|--|
| New Significant Impact | More Severe Impacts | New Ability to Substantially Reduce Significant Impact | No Substantial Change from Previous Analysis |
|------------------------|---------------------|--|--|

As required by FEIR No. 329, a noise impact analysis has been prepared for the proposed Project to determine if proposed residential land uses on-site would be exposed to excessive noise levels from Norma Jean Road. For noise-sensitive uses, such as schools and single-family homes, the Riverside County General Plan indicates that exterior noise levels should remain below 65 dBA CNEL, while interior noise levels should remain below 45 dBA CNEL (Riv. County, 2003a, pp. N-6 and N-18). Planning Areas 32 and 33B both abut Norma Jean Road, and therefore have the potential to be impacted by traffic noise that is projected to occur along this roadway.

**On-Site Traffic-Related Exterior Noise**

Future highway noise levels on-site were calculated using the Federal Highway Administration (FHWA) Traffic Noise Prediction Model. Based on the FHWA traffic noise prediction model, noise levels associated with Norma Jean Road are depicted in Table 8, *Distance to Noise Contours for Future Traffic Conditions*. Based on the values presented in Table 8 and the proposed topographic conditions on-site, and as presented in Table 9, *Future First Floor Exterior Noise Levels (dBA CNEL)*, the following lots from TR31500 were determined to be significantly impacted by highway-related noise (i.e., exterior noise levels in excess of 65 Ldn): Lots 15-28, 60-69, 137-156, and 176-191 (RK Engineering, 2015, Table 2). The remaining lots within TR31500 would not be impacted by noise levels in excess of 65 Ldn. Therefore, the exterior portions of Lots 15-28, 60-69, 137-156, and 176-191 would be significantly impacted by highway-related noise and mitigation would be required. As such, Mitigation Measure MM 5.2 has been identified to ensure that noise barriers are constructed adjacent to these lots. With implementation of mitigation involving the construction of noise barriers, and as shown on Table 9, exterior noise impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

**Table 8 Distance to Noise Contours for Future Traffic Conditions**

| ROADWAY         | DISTANCE TO CONTOUR (FT) |          |          |
|-----------------|--------------------------|----------|----------|
|                 | -70 LDN-                 | -65 LDN- | -60 LDN- |
| Norma Jean Road | 198                      | 626      | 1,978    |

\* Contour distances in this table are based on the centerline of the roadway representing the noise source.  
(Mestre Greve, 2011a, Table 3)

**Table 9 Future First Floor Exterior Noise Levels (dBA CNEL)**

| Exterior (Ground Level) Study Locations | Unmitigated Exterior Noise Impacts From |                 | Total (Combined) Exterior Noise Level | Noise Barrier Height (in feet) <sup>2,3</sup> | Final Projected Exterior Noise Level |
|---|---|-----------------|---------------------------------------|---|--------------------------------------|
|   | Emperor Road                            | Norma Jean Road |                                       |   |                                      |
| Lots 60 - 69, 137 - 156                 | 67.7                                    | --              | 67.7                                  | 6.0   | 61.9                                 |
| Lots 176 - 182                          | --                                      | 70.7            | 70.7                                  | 6.0   | 64.9                                 |
| Lots 182 - 191, 15 - 28                 | --                                      | 70.7            | 70.7                                  | 5.0   | 59.9                                 |

1. Exterior noise levels calculated to backyard.
2. Barrier height (in feet) is to be above pad or roadway elevation, whichever is greater of the two.
3. "--" indicates noise levels from adjacent roadways are below County standard and therefore no mitigation is required. (RK Engineering, 2015, Table 2)



|                        |                     |  |  |
|------------------------|---------------------|--|--|
| New Significant Impact | More Severe Impacts | New Ability to Substantially Reduce Significant Impact | No Substantial Change from Previous Analysis |
|------------------------|---------------------|--|--|

**On-Site Traffic-Related Interior Noise**

The County's interior noise standard is 45 Ldn. Since noise levels decrease by approximately 12 dB with windows closed, areas on-site that would be exposed to exterior noise levels in excess of 57 Ldn have the potential to be impacted due to traffic noise along Norma Jean Road and Emperor Road. Based on the results of the Noise Analysis, and as shown on Table 10, *Future First Floor Interior Noise Levels (dBA CNEL)*, it was determined that, with incorporation of required mitigation for exterior noise levels (see Mitigation Measure MM 5.2), the first floor of proposed buildings on-site would not meet the County's interior noise standard of 45 Ldn. As shown in Table 10, recommended noise attenuation measures include the installation of windows with a minimum sound transmission class (STC) rating of 25 and the provision of fresh mechanical ventilation (i.e., air conditioning) to provide for a "Windows Closed" condition. As shown in Table 10, with incorporation of Mitigation Measures MM 5.2, MM 5.4, and MM 5.7, first floor interior noise levels would be reduced to a level below significance

**Table 10 Future First Floor Interior Noise Levels (dBA CNEL)**

| Receiver Location       | Noise Impacts at First Floor Building Façade <sup>1</sup> | Interior Noise Reduction Required to Meet Interior Noise Standard of 45 dBA CNEL | First Floor Interior Noise Level w/ Windows (STC ≥ 25) <sup>2</sup> |                | STC Rating for Windows Facing Subject Roadway <sup>3</sup> |
|-------------------------|---|--|---|----------------|--|
|                         |   |  | Windows Open  | Windows Closed |  |
| Lots 60 - 69, 137 - 156 | 61.3  | 16.3   | 49.3  | 41.3           | 25   |
| Lots 176 - 182          | 64.3  | 19.3   | 52.3  | 44.3           | 25   |
| Lots 182 - 191, 15 - 28 | 60.2  | 15.2   | 48.2  | 40.2           | 25   |

1. Indicated noise level includes noise attenuation provided by either sound wall.
2. Room with the least calculated noise attenuation shown (worst-case), since multiple rooms were analyzed.
3. Window requirements: STC ≥25 for all windows and sliding glass doors facing Emperor Road and Norma Jean Road. (RK Engineering, 2015, Table 3)

Table 11, *Future Second Floor Interior Noise Levels (dBA CNEL)*, depicts the future second floor interior noise levels along with the recommended mitigation. As show, the second floor of proposed buildings on-site would not meet the County's interior noise standard of 45 Ldn. Implementation of Mitigation Measures MM 5.2, MM 5.4, and MM 5.7, which require the provision of mechanical ventilation (i.e., air conditioning) and upgraded second floor windows and sliding glass doors, would ensure compliance with the County's required interior noise standard of 45 Ldn.

Accordingly, with incorporation of Mitigation Measures MM 5.2, MM 5.4, and MM 5.7, the Project would achieve the County's exterior and interior noise requirements of 65 dBA Ldn and 45 dBA Ldn, respectively. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

**Off-Site Traffic-Related Noise**

In addition to noise impacts on-site, the proposed Project also has the potential to create or contribute to significant traffic-related noise impacts at off-site locations. Noise impacts associated with traffic generated by SP260 were previously evaluated as part of FEIR No. 329, which determined that traffic from buildout of SP260 would result in significant noise impacts affecting residences located north and south of SR-74 between Palomar Road and I-215. However, residential uses that occurred southerly of SR-74 at the time FEIR No. 329 was certified have since been redeveloped with light industrial land uses. Accordingly, significant Project-related vehicular-related noise impacts only would occur to the existing residential uses located northerly of SR-74.

New Significant Impact      More Severe Impacts      New Ability to Substantially Reduce Significant Impact      No Substantial Change from Previous Analysis

**Table 11      Future Second Floor Interior Noise Levels (dBA CNEL)**

| Receiver Location       | Noise Impacts at Second Floor Building Façade <sup>1</sup> | Interior Noise Reduction Required to Meet Interior Noise Standard of 45 dBA CNEL | Second Floor Interior Noise Level w/ Upgraded Windows (STC ≥ 25) <sup>2</sup> |                | STC Rating for Windows Facing Subject Roadway <sup>3</sup> |
|-------------------------|--|--|---|----------------|--|
|                         |  |  | Windows Open  | Windows Closed |  |
| Lots 60 - 69, 137 - 156 | 66.9   | 21.9   | 54.9  | 43.9           | 26   |
| Lots 176 - 182          | 69.9   | 24.9   | 57.9  | 44.9           | 28   |
| Lots 182 - 191, 15 - 28 | 69.9   | 24.9   | 57.9  | 44.9           | 28   |

1. Indicated noise level includes noise attenuation provided by either sound wall.
  2. Room with the least calculated noise attenuation shown (worst-case), since multiple rooms were analyzed.
  3. Window requirements: STC 27 and 28 for all windows and sliding glass doors facing Emperor Road and Norma Jean Road, respectively.
- (RK Engineering, 2015, Table 4)

These off-site vehicular-related noise impacts were identified as significant and unavoidable as part of FEIR No. 329, and a statement of overriding considerations was adopted by the Board of Supervisors at the time FEIR No. 329 was certified. The proposed Project would not result in an increase in the level of noise anticipated along this segment of SR-74, as the proposed Project does not involve any change to the number of units allowed on-site. Although the Project still would contribute to significant noise impacts along SR-74 westerly of Palomar Road, such impacts would not be greater than was previously disclosed as part of FEIR No. 329. Accordingly, implementation of the proposed Project would not result in any new off-site traffic-related noise impacts, and no new mitigation would be required.

**Conclusion**

Based on the foregoing analysis, with incorporation of mitigation, the proposed Project would not exceed County noise standards established for in interior or exterior noise levels. In addition, the proposed Project would not result in an increase in the level of noise anticipated along Highway 74, as the proposed Project does not involve any change to the number of units allowed on-site. As such, noise impacts along Highway 74 would not be greater than was previously disclosed as part of FEIR No. 329. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

**d) No Substantial Change from Previous Analysis:** Under long-term operating conditions, there are no conditions associated with the proposed Project that would result in the generation of substantial groundborne vibration-related impacts to on- or off-site sensitive receptors. Although vibration effects may occur in association with near-term construction activities, the Project has been conditioned to prepare a noise and vibration minimization plan in conjunction with the blasting permit required pursuant to Ordinance No. 787 (refer to Mitigation Measure MM 5.8) (Riv. County, 2002). Mandatory compliance with the noise and vibration minimization plan would ensure that vibration effects during blasting activities do not impact nearby sensitive receptors. Accordingly, a significant impact associated with ground-borne vibration or noise would not occur. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

| New Significant Impact | More Severe Impacts | New Ability to Substantially Reduce Significant Impact | No Substantial Change from Previous Analysis |
|------------------------|---------------------|--|--|
|------------------------|---------------------|--|--|

**Mitigation:**

The following mitigation measure from EIR No. 329 shall apply:

MM 5.1 (Condition of Approval 10-43) Construction adjacent to existing residential development shall be limited to the hours of 7 a.m. to 7 p.m., Monday through Friday. Construction should not be allowed on weekends or federal holidays.

The following additional mitigation measure also shall apply in order to ensure compliance with the provisions of Riverside County Ordinance Nos. 787 and 847:

MM 5.8 (Condition of Approval 10-44) In conjunction with development of the blasting plan required as a component of a blasting permit application from the Riverside County Sheriff's Department, a noise and vibration minimization plan shall be prepared. The plan shall include provisions for the control of potential noise and vibration impacts associated with blasting activities. Such provisions shall be based on the Blasting Guidance Manual issued in March 1987 by the U.S. Department of the Interior, Office of Surface Mining, Reclamation, and Enforcement.

MM 5.9 (Condition of Approval 10-45) During rock crushing activities and as required pursuant to Ordinance No. 847, the rock crusher shall be sited in the location depicted on Figure 11 of Environmental Assessment No. 39357.

**Monitoring:** Monitoring shall be the responsibility of the County of Riverside Planning Department, Building and Safety Department, and the County of Riverside Department of Industrial Hygiene.

**POPULATION AND HOUSING** Would the project

**35. Housing**

a. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

b. Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?

c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

d. Affect a County Redevelopment Project Area?

e. Cumulatively exceed official regional or local population projections?

f. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

**Source:** Project Application Materials, GIS database, Riverside County General Plan, FEIR No. 329

**Findings of Fact:**

| New Significant Impact | More Severe Impacts | New Ability to Substantially Reduce Significant Impact | No Substantial Change from Previous Analysis |
|------------------------|---------------------|--|--|
|------------------------|---------------------|--|--|

a & c) **No Substantial Change from Previous Analysis:** FEIR No. 329 did not identify any impacts associated with the displacement of people or housing. The proposed Project seeks minor modifications to an existing approved specific plan. Under existing conditions, there are 15 homes on-site within the area designated as Planning Area 41 and 73 homes within the area designated as Planning Area 34 (Google Earth, 2014). These Planning Areas would not be affected by the proposed Project. Accordingly, the proposed Project would not displace a substantial number of existing housing or residents, and would not result in the need to construct replacement housing elsewhere. As such, impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

b) **No Substantial Change from Previous Analysis:** FEIR No. 329 did not identify any impacts associated with an increased demand for housing. The proposed Project seeks minor modifications to an existing approved specific plan that accommodates up to 2,025 dwelling units. As such, the proposed Project would accommodate new housing opportunities within the County, and would not result in an increase in demand for affordable housing. Accordingly, no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

d) **No Substantial Change from Previous Analysis:** FEIR No. 329 did not identify any impacts to County Redevelopment Areas. The Homeland/Green Acres Redevelopment Area is located immediately east of the Specific Plan area, but does not encumber any portion of the Project site (Riv. County, n.d.). No component of the proposed Project would adversely affect the goals or policies of this Redevelopment Area. Accordingly, impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

e) **No Substantial Change from Previous Analysis:** Changes proposed as part of SP260S1 would result in no change in the total number of dwelling units allowed on-site (2,025 dwelling units). As such, the on-site population that would result from the proposed Project would be unchanged from that which would occur from the buildout of SP260, which was analyzed in FEIR No. 329. Since the regional and local population projections are derived from existing land use designations, and since the Project would result in the same number of households that could be accommodated on-site, the proposed Project would not cumulatively exceed official regional or local population projections. As such, impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

f) **No Substantial Change from Previous Analysis:** FEIR No. 329 did not identify any impacts associated with substantial population growth. The proposed Project seeks minor changes to the internal configurations of land uses within an approved specific plan. There are no components of the proposed Project that would result in a substantial inducement to population growth. A portion of the specific plan area is already built out, including portions of the backbone infrastructure (e.g., roads and utilities). The proposed Project would involve the extension of roads and infrastructure as necessary to accommodate development within the specific plan area, and such roads and infrastructure would not result in substantial population growth in the area, either directly or indirectly. Accordingly, impacts associated with population inducement would not occur. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

| New Significant Impact | More Severe Impacts | New Ability to Substantially Reduce Significant Impact | No Substantial Change from Previous Analysis |
|------------------------|---------------------|--|--|
|------------------------|---------------------|--|--|

**PUBLIC SERVICES** Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the 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:

**36. Fire Services**

Source: Riverside County General Plan, FEIR No. 329, Ord. No. 659

Findings of Fact:

**No Substantial Change from Previous Analysis:** Impacts associated with fire protection services were evaluated and disclosed in FEIR No. 329, which found that such impacts would be reduced to less than significant levels through the incorporation of mitigation requiring the payment of fees. Since certification of FEIR No. 329, a new fire station (Homeland Fire Station #54) has been developed at 25730 Sultanas Road (i.e., within Planning Area 41 of SP 260). With the development of this facility, all areas of the Specific Plan (including areas proposed for amendment) are located within the County's required response time. Furthermore, the Project would be required to comply with the provisions of the County's Development Impact Fee (DIF) Ordinance (Riverside County Ordinance 659), which requires a fee payment to assist the County in providing for fire protection services (see Mitigation Measure MM 18.1). Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

Mitigation: No new mitigation measures beyond those identified in FEIR No. 329 are required, although some revisions to the required mitigation from FEIR No. 329 in order to reflect current County requirements, as follows:

MM 18.1 ~~The Menifee North project will be required to participate in an existing Fire Protection Impact Mitigation Program (\$400.00 per dwelling unit and \$.25 per square foot for commercial/industrial)(Condition of Approval 10.PLANNING.017)~~ Prior to building permit final inspection, the Riverside County Building and Safety Department shall ensure that appropriate fees have been paid pursuant to County Ordinance No. 659 to provides funds for the purchase of equipment, remodel, or construction of fire stations; police protection facilities; parks; trails; flood control facilities; traffic improvements and signalization; and libraries.

Monitoring: Prior to building permit final inspection, the Riverside County Building and Safety Department shall verify that the required fees have been paid.

**37. Sheriff Services**

Source: Riverside County General Plan, FEIR No. 329, Ord. No. 659

Findings of Fact:

**No Substantial Change from Previous Analysis:** Impacts to sheriff protection services were previously evaluated and disclosed as part of FEIR No. 329, which found that, with mitigation, such impacts would be reduced to less than significant levels. The proposed Project would be required to comply with the mitigation measures identified in FEIR No. 329. There are no components of the proposed Project that would have the potential to increase impacts to sheriff protection services. Furthermore, the Project would be required to comply with the provisions of the County's DIF Ordinance (Ordinance 659), which requires a

| New Significant Impact | More Severe Impacts | New Ability to Substantially Reduce Significant Impact | No Substantial Change from Previous Analysis |
|------------------------|---------------------|--|--|
|------------------------|---------------------|--|--|

fee payment to assist the County in providing for public services, including police protection services (see Mitigation Measure MM 18.1). Accordingly, there would be no new impacts to sheriff protection services associated with the proposed Project, and such impacts would not be significant following incorporation of the mitigation measures specified in FEIR No. 329.

**Mitigation:** The mitigation identified in FEIR No. 329 for sheriff services impacts would be replaced with Mitigation Measure MM 18.1, which reflects the County's current requirements for payment of impact fees for sheriff services and facilities.

**Monitoring:** Monitoring for Mitigation Measure MM 18.1 shall occur as specified in FEIR No. 329.

**38. Schools**

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Source:** Google Earth, FEIR No. 329.

**Findings of Fact:**

**No Substantial Change from Previous Analysis:** Impacts to school services were evaluated and disclosed as part of FEIR No. 329, which concluded that such impacts would be reduced to less than significant levels with mandatory payment of fees as specified by state law and the development of school sites within the Specific Plan area. Since SP 260 was originally approved, the Harvest Valley Elementary School has been constructed within the City of Menifee portion of the Menifee North Specific Plan (Planning Area 21), and the Heritage High School has been constructed immediately adjacent to the western boundary of SP 260 (Google Earth, 2014). Changes proposed as part of the Project would not modify the number of dwelling units proposed, and would not affect the amount of school facilities accommodated within the County portion of SP 260 (i.e., Planning Area 39, which proposes a 9.9-acre elementary school facility). As such, impacts to school services would be similar in comparison to the impacts identified in FEIR No. 329. Mitigation measures identified in FEIR No. 329 would continue to apply to the proposed Project, including a requirement to contribute development impact fees (refer to Mitigation Measure MM 20.1). Accordingly, the proposed Project would not result in any new impacts to school services beyond that which was disclosed and mitigated for as part of FEIR No. 329.

**Mitigation:** The following mitigation measure from FEIR No. 329 shall continue to apply, although some modifications to the required mitigation have been revised to reflect current County requirements. No new mitigation measures beyond those identified in FEIR No. 329 are required.

MM 20.1 ~~[(Condition of Approval 30.PLANNING.036) Prior to the approval of any implementing project within the Specific Plan, the applicant shall be required to pay school impact mitigation fees or fund school site acquisition and/or facility construction with proceeds from the Mello-Roos Community Facilities District. Community Facilities District (CFD) 91-1 has been formed which covers the entire Romoland School District. The CFD Report specifies the amounts of school fees to be paid, provides methods of tax apportionment and establishes the maximum amount of bonds to be sold. T he project applicants has agreed to comply with the terms of the Resolution of Formation of the CFD. he Project Applicant shall enter into a binding agreement with both involved school districts to insure the provision of adequate facilities at the time of project occupancy.~~

**Monitoring:** Monitoring shall occur as specified in FEIR No. 329.

|                      | New Significant Impact   | More Severe Impacts      | New Ability to Substantially Reduce Significant Impact | No Substantial Change from Previous Analysis |
|----------------------|--------------------------|--------------------------|--|--|
| <b>39. Libraries</b> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                               | <input checked="" type="checkbox"/>          |

Source: Ordinance No. 659, CSA No. 146, FEIR No. 329

Findings of Fact:

**No Substantial Change from Previous Analysis:** Impacts to library services were evaluated and disclosed as part of FEIR No. 329, which concluded that such impacts would be reduced to less than significant levels with the incorporation of mitigation measures (i.e., payment of fees pursuant to Ordinance No. 659). Changes proposed as part of the Project would not result in an increase in the number of dwelling units permitted within SP 260, and therefore would not result in an increase in impacts to library services beyond what was evaluated and mitigated to below a level of significance as part of FEIR No. 329. In addition, the Project site lies within the boundaries of County Service Area No. 146, which was established, in part, to provide for library services within the CSA area. Accordingly, with compliance with the mitigation measure from FEIR No. 329 requiring the payment of DIF fees (refer to mitigation measure MM 18.1) and mandatory contributions to CSA No. 146, impacts to library services would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

Mitigation: Mitigation Measure MM 18.1 shall apply; no additional mitigation measures are required.

Monitoring: Monitoring shall occur as specified above for Mitigation Measure MM 18.1.

|                            |                          |                          |                          |                                     |
|----------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <b>40. Health Services</b> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

Source: FEIR No. 329

Findings of Fact:

**No Substantial Change from Previous Analysis:** Impacts to health services were evaluated and disclosed in FEIR No. 329, which concluded that implementation of the proposed Project would not result in a significant adverse effect on health services within the County. Since the proposed Project would result in the same number of dwelling units on-site, there would be no increase in demand for health care services beyond what was evaluated in FEIR No. 329. Accordingly, a significant impact to health services would not occur. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**RECREATION**

|  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <b>41. Parks and Recreation</b>  |                          |                          |                          |                                     |
| a. Would the project 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 type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Would the project include the use of existing neighborhood or 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 type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Is the project located within a Community Service   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| New Significant Impact | More Severe Impacts | New Ability to Substantially Reduce Significant Impact | No Substantial Change from Previous Analysis |
|------------------------|---------------------|--|--|
|------------------------|---------------------|--|--|

Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?

Source: GIS database, Ord. No. 659, CSA No. 146, FEIR No. 329

Findings of Fact:

a) **No Substantial Change from Previous Analysis:** Since SP 260 was originally approved and FEIR No. 329 certified, the City of Menifee was incorporated as a new city and portions of SP 260 (i.e., westerly of Briggs Road) now occur within the City and are outside the jurisdictional authority of the County of Riverside. As a result, the County portion of SP 260 now includes only 5.5 acres of community parkland to serve the 2,025 dwelling units proposed within the County portion of SP 260. Based on the current County requirement to provide 5.0 acres of parkland for every 1,000 residents generated by a project and a person per household value of 3.01, the County portion of SP 260 would generate a future population of approximately 6,095 persons and a future demand for approximately 30.48 acres of parks. The County portion of SP 260 accommodates only 5.5 acres of parkland. Within the entire SP 260 area (including the City portion), a total of 2,813 dwelling units are approved, which would result in a future population of 8,468 persons and a future parkland demand of 42.34 acres of parkland. A total of 29.4 acres of parkland are accommodated within SP 260 within Planning Areas 10, 20, and 38, in addition to pocket parks within Planning Areas 7B, 32, 35, and 37, which combined would comprise approximately 1.0 acre in size (assuming each park is developed at a minimum of 10,000 s.f. in size). Thus, SP 260 accommodates a total of 30.4 acres of parkland and does not meet the Project's demand for 42.34 acres of parkland resources.

However, impacts associated with recreational facilities were evaluated and disclosed in FEIR No. 329, which concluded that such impacts would be reduced to less than significant levels with the incorporation of mitigation measures, which include a requirement to accommodate parkland on-site and to contribute fees pursuant to Ordinance No. 659. With the payment of fees pursuant to Ordinance No. 659 (\*as required by Mitigation Measure MM 18.1) and dedication of parkland on-site, impacts to recreational facilities would be reduced to less than significant and would be similar to what was evaluated and disclosed as part of FEIR No. 329. Additionally, mitigation from EIR No. 329 requires the payment of in-lieu fees for parkland demands met on-site (refer to Mitigation Measure MM 21.1), and the mitigation would continue to apply to the proposed Project. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

b) **No Substantial Change from Previous Analysis:** As demonstrated above in response to Issue 41.a), the proposed Project would be required to accommodate parkland on-site and contribute fees to provide funding for the development and/or maintenance of parkland facilities off-site. With compliance with the mitigation specified in FEIR No. 329 for Project impacts to parkland and recreation facilities, impacts would be reduced to a level below significant. Impacts would not be greater than was evaluated and disclosed as part of FEIR No. 329. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

c) **No Substantial Change from Previous Analysis:** The proposed Project is located within the boundaries of County Service Area No. 146 (CSA 146), which was established for the maintenance of recreational facilities, parks, and libraries (Riv. County, n.d.). The proposed Project would be required to contribute fees to CSA 146 for on-going maintenance of these facilities. The Project also would be required to contribute fees pursuant to Ordinance No. 659, as required by FEIR No. 329. Accordingly, impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.



| New Significant Impact | More Severe Impacts | New Ability to Substantially Reduce Significant Impact | No Substantial Change from Previous Analysis |
|------------------------|---------------------|--|--|
|------------------------|---------------------|--|--|

**Mitigation:** The following mitigation measure from EIR No. 329 shall apply, although the mitigation language has been updated to reflect the County's current requirements. No new or additional mitigation measures beyond those identified in FEIR No. 329 are required.

MM 21.1 (Condition of Approval 90.PLANNING.006) The land divider/permit holder shall present certification to the Riverside County Planning Department that payment of parks and recreation fees and/or dedication of land for park use in accordance with Section 10.35 of County Ordinance No. 460 has taken place, and certification shall be obtained from the Valley Wide Recreation and Park District. ~~The project applicant shall satisfy the Quimby Act and the Valley Wide Recreation and Park District park requirements which include land dedication and/or the payment of in-lieu fees.~~

**Monitoring:** Monitoring shall occur as specified in FEIR No. 329.

|                         |                          |                          |                          |                                     |
|-------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 42. Recreational Trails | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

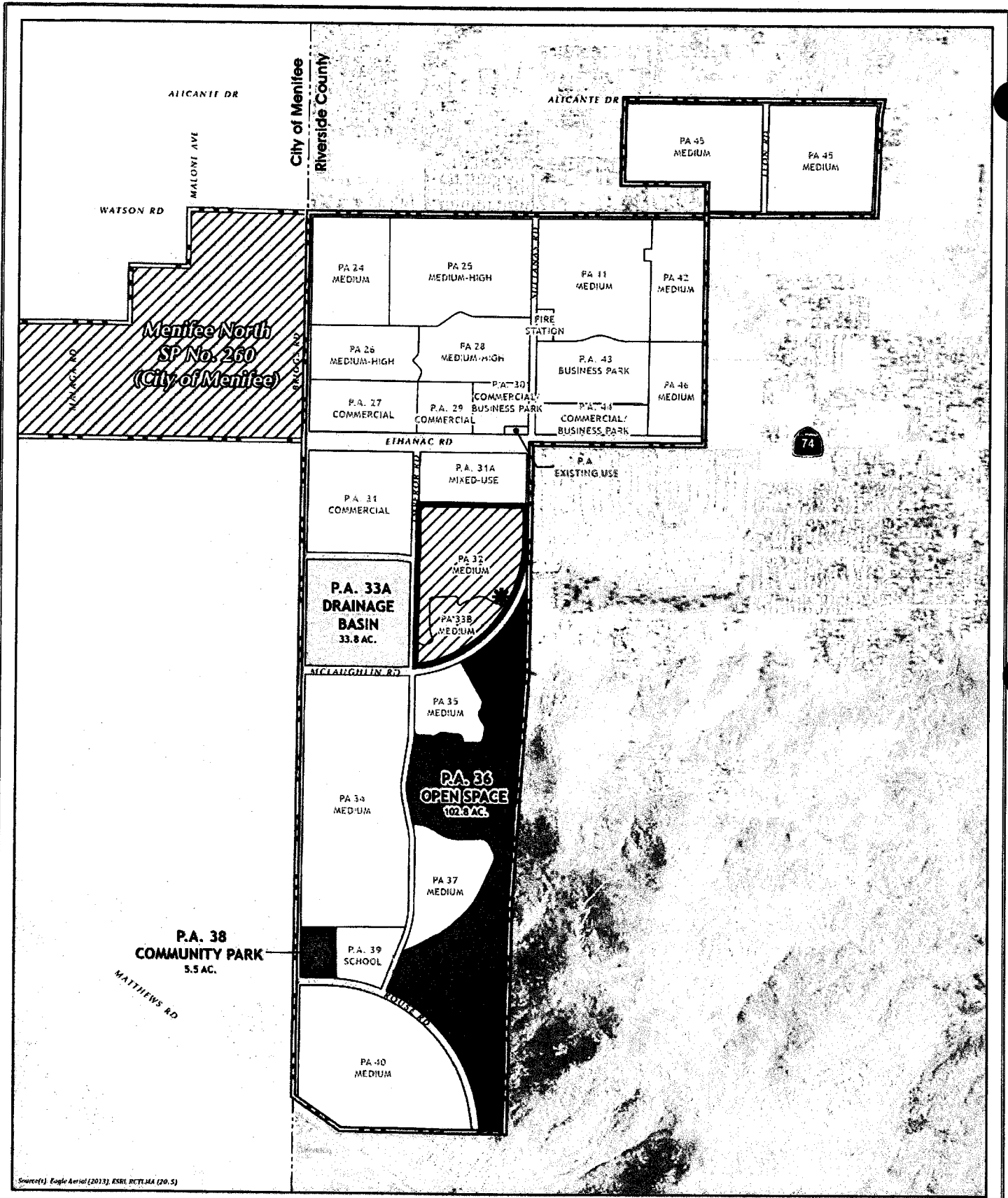
**Source:** Riv. Co. 800-Scale Equestrian Trail Maps, Open Space and Conservation Map for Western County trail alignments, Project application materials, HVWAP, FEIR No. 329

**Findings of Fact:**

**No Substantial Change from Previous Analysis:** As shown on HVWAP Figure 9, a Community Trail is proposed along the portion of Briggs Road located adjacent to SP260 (Riv. County, 2003b). SP 260S1 proposes no change to the approved Open Space and Recreation Plan included within the Specific Plan, which accommodates a Regional Trail along portions of Briggs Road, McLaughlin Road, Emperor Road, and Rouse Road (i.e., between the northern and southern boundaries of SP 260), as shown on Figure 12, *Open Space and Recreation Plan*. Although the precise alignment of the regional trail is different from what is shown on HVWAP Figure 9, the Specific Plan accommodates a longer trail segment than the General Plan requires and the on-site trail network would take advantage of the open space area within Planning Area 36, thereby providing users with an improved trail experience. Impacts associated with the development of on-site trails were evaluated as part of FEIR No. 329, which determined that impacts associated with recreational trail development would be reduced to less than significant levels with incorporation of mitigation measures. Because the proposed Project would not alter the alignment of the trails analyzed in FEIR No. 329, impacts would remain at less than significant levels. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

**Mitigation:** No new mitigation measures beyond those identified in FEIR No. 329 are required.

**Monitoring:** Monitoring shall occur as specified in FEIR No. 329.



Sources: Eagle Aerial (2013), ESRI, RCTLMA (20.5)

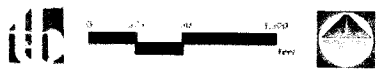


FIGURE 12  
**OPEN SPACE AND RECREATION PLAN**

|   | New Significant Impact   | More Severe Impacts      | New Ability to Substantially Reduce Significant Impact | No Substantial Change from Previous Analysis |
|---|--------------------------|--------------------------|--|--|
| <b>TRANSPORTATION/TRAFFIC</b> Would the project   |                          |                          |  |  |
| <b>43. Circulation</b>  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                               | <input checked="" type="checkbox"/>          |
| a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                               | <input checked="" type="checkbox"/>          |
| b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                               | <input checked="" type="checkbox"/>          |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                               | <input checked="" type="checkbox"/>          |
| d) Alter waterborne, rail or air traffic?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                               | <input checked="" type="checkbox"/>          |
| e) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                               | <input checked="" type="checkbox"/>          |
| f) Cause an effect upon, or a need for new or altered maintenance of roads?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                               | <input checked="" type="checkbox"/>          |
| g) Cause an effect upon circulation during the project's construction?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                               | <input checked="" type="checkbox"/>          |
| h) Result in inadequate emergency access or access to nearby uses?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                               | <input checked="" type="checkbox"/>          |
| i) Conflict with adopted policies, plans or programs regarding public transit, bikeways or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                               | <input checked="" type="checkbox"/>          |

Source: Tentative Tract Map No. 31500 Traffic Impact Analysis, Kunzman Associates, Inc., August 24, 2011; Menifee North Substantial Conformance No. 1 – Specific Plan 260 Traffic/Circulation Review, RK Engineering Group, Inc., October 14, 2013; Riverside County Congestion Management Plan; Riverside County Airport Land Use Compatibility Plan; Google Earth.

**Findings of Fact:**

Since the *Traffic Impact Analysis* was prepared for the Project (August 24, 2011), minor revisions to TR31500 have occurred. As such, the *Traffic Impact Analysis* calculated impacts that would result from the development of 206 dwelling units on the Project site which is currently proposed as part of TR31500. Therefore, the analysis included in the *Traffic Impact Analysis* and in this EIR Addendum, accurately represents the impacts from the proposed Project.

a) **No Substantial Change from Previous Analysis:** The proposed Project involves changes to the land use designations for Planning Areas 24, 25, 26, 28, and 34 to reflect current General Plan land use density categories (with no change to the planned uses in these planning areas); a reconfiguration of Planning Areas 32 and 33B and the re-designation of Planning Areas 32 and 33B for Medium Density Residential

| New<br>Significant<br>Impact | More<br>Severe<br>Impacts | New Ability<br>to<br>Substantially<br>Reduce<br>Significant<br>Impact | No<br>Substantial<br>Change from<br>Previous<br>Analysis |
|------------------------------|---------------------------|---|--|
|------------------------------|---------------------------|---|--|

Development; and a change in the circulation classification of Norma Jean Road (McLaughlin Road) between Emperor Road and SR-74 (as described in detail in Section I.A of this Initial Study. Since no changes are proposed to the permitted land uses within Planning Areas 24, 25, 26, 28, and 34, impacts associated with the development of these planning areas would be identical to what was evaluated in FEIR No. 329. The proposed changes within Planning Areas 32 and 33B would reconfigure the planning area boundaries but would not affect the total amount of traffic from these planning areas because the total number of residential units permitted on-site would remain unchanged. Therefore, the proposed Project would not result in an increase in the amount of traffic as compared to what was evaluated in FEIR No. 329. However, proposed changes to the circulation classification of Norma Jean Road, which would result in a decrease in roadway capacity, and minor changes to Emperor Road, have the potential to result in new environmental impacts that were not identified as part of FEIR No. 329. To evaluate the significance of the proposed Circulation Plan changes, a traffic impact analysis has been prepared, the results of which are summarized below. Please refer to the proposed Project's Traffic Impact Analysis for a detailed description of traffic modeling inputs, methodologies, and assumptions.

**Existing Conditions Traffic**

Figure 13, *Existing Through Travel Lanes and Intersection Controls*, identifies the existing roadway conditions for study area roadways. The number of through lanes for existing roadways and the existing intersection controls are identified. It should be noted that the intersection of Emperor Road/SR-74 currently allows full access but shall be restricted to right turns in/out and left turn in only access. For future traffic conditions, the vehicles currently making northbound left turns were removed and added to the northbound right turns. These vehicles were then added to the eastbound left turn lane at the intersection of Sultanas Road/SR-74 where they made a U-turn and proceeded westbound on SR-74. Therefore, these vehicles were also added to the westbound through lanes at the intersection of Emperor Road/SR-74. (Kunzman, 2011, p. 10)

Figure 14, *Existing Average Daily Traffic Volumes*, depicts the existing average daily traffic volumes. The existing delay and level of service (LOS) are depicted in Table 12, *Intersection Analysis for Existing Conditions*. As shown in Table 12, the following study area intersections operate at unacceptable levels of service during at least one peak hour:

Malaga Road (NS) at:  
SR-74 (EW) - #3

Emperor Road (NS) at:  
SR-74 (EW) - #5

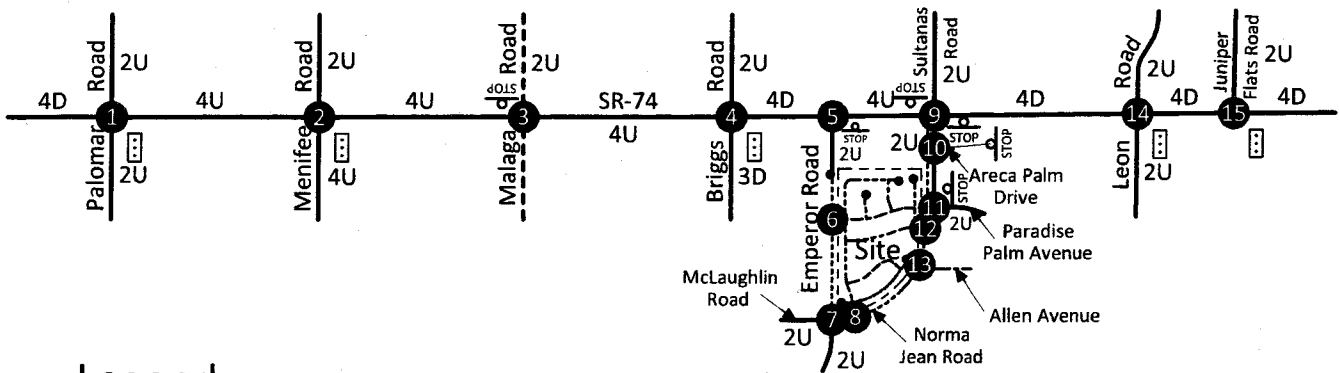
Sultanas Road (NS) at:  
SR-74 (EW) - #9

**Projected Future Traffic**

This section describes the procedures used to develop Project and cumulative traffic forecasts, which are used to evaluate potential impacts of the Project on the surrounding roadway system.

**Project Trip Generation**

The traffic generated by the proposed Project is determined by multiplying an appropriate trip generation rate by the quantity of land use. Trip generation rates are predicated on the assumption that energy costs, the availability of roadway capacity, the availability of vehicles to drive, and our life styles remain similar to what we know today. A major change in these variables may affect trip generation rates. (Kunzman, 2011, p. 19)



### Legend

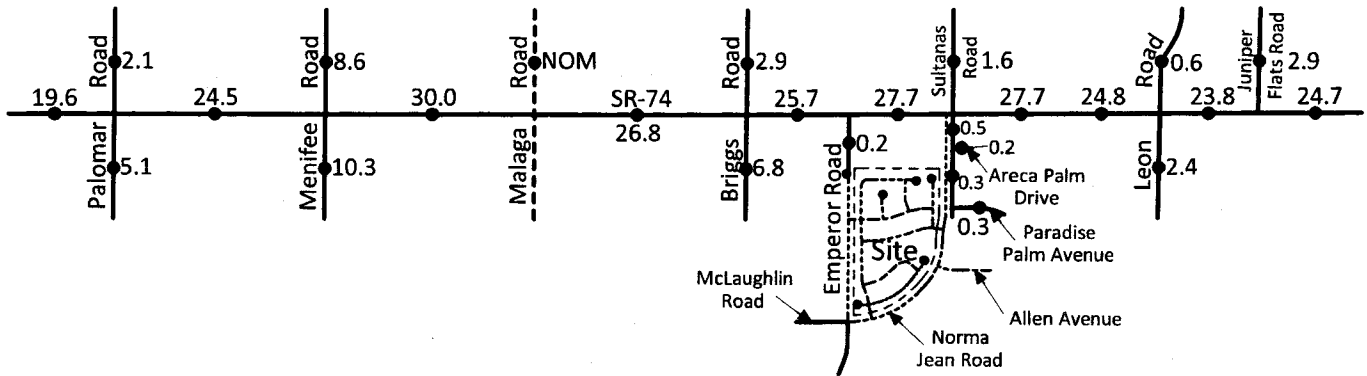
- = Traffic Signal
- = Stop Sign
- 4 = Through Travel Lanes
- D = Divided
- U = Undivided

|                      |                     |        |        |        |                      |
|----------------------|---------------------|--------|--------|--------|----------------------|
| 1<br>                | 2<br>               | 3<br>  | 4<br>  | 5<br>  | 6<br>Does Not Exist  |
| 7<br>Does Not Exist  | 8<br>Does Not Exist | 9<br>  | 10<br> | 11<br> | 12<br>Does Not Exist |
| 13<br>Does Not Exist | 14<br>              | 15<br> |        |        |                      |

Source(s): Kunzman Associates, Inc. (08-24-2011)

FIGURE 13

## EXISTING THROUGH TRAVEL LANES AND INTERSECTION CONTROLS



### Legend

10.0 = Vehicles Per Day (1,000's)

Source(s): Kutzman Associates, Inc. (08-24-2011)



NOT TO SCALE



FIGURE 14  
EXISTING AVERAGE DAILY TRAFFIC VOLUMES

New Significant Impact      More Severe Impacts      New Ability to Substantially Reduce Significant Impact      No Substantial Change from Previous Analysis

**Table 12      Intersection Analysis for Existing Conditions**

| Intersection                                    | Traffic Control | Intersection Approach Lanes <sup>1</sup> |     |     |            |     |     |           |     |     |           |     |     | Peak Hour Delay-LQS <sup>2</sup> |                     |
|---|-----------------|--|-----|-----|------------|-----|-----|-----------|-----|-----|-----------|-----|-----|----------------------------------|---------------------|
|   |                 | Northbound                               |     |     | Southbound |     |     | Eastbound |     |     | Westbound |     |     | Morning                          | Evening             |
|   |                 | L  | T   | R   | L          | T   | R   | L         | T   | R   | L         | T   | R   |                                  |                     |
| Palomar Road (NS) at:<br>SR-74 (EW) - #1        | TS              | 1  | 1   | 1   | 1          | 1.5 | 0.5 | 1         | 2   | 1   | 1         | 1.5 | 0.5 | 19.3-B                           | 15.8-B              |
| Menifee Road (NS) at:<br>SR-74 (EW) - #2        | TS              | 0.5                                      | 0.5 | 1   | 0          | 1   | 0   | 1         | 1.5 | 0.5 | 1         | 1.5 | 0.5 | 23.0-C                           | 23.3-C              |
| Malaga Road (NS) at:<br>SR-74 (EW) - #3         | CSS             | 0  | 0   | 0   | 0          | 1   | 0   | 0.5       | 1.5 | 0   | 0         | 1.5 | 0.5 | 61.7-F                           | 12.6-B              |
| Briggs Road (NS) at:<br>SR-74 (EW) - #4         | TS              | 1  | 0.5 | 0.5 | 1          | 0.5 | 0.5 | 1         | 2   | 1   | 1         | 1.5 | 0.5 | 49.8-D                           | 27.7-C              |
| Emperor Road (NS) at:<br>SR-74 (EW) - #5        | CSS             | 0  | 1   | 0   | 0          | 0   | 0   | 0         | 2   | 1   | 1         | 2   | 0   | 11.3-B                           | 38.7-E <sup>4</sup> |
| Sultanas Road (NS) at:<br>SR-74 (EW) - #9       | CSS             | 0  | 1   | 0   | 0          | 1   | 0   | 1         | 1.5 | 0.5 | 1         | 2   | 1   | 99.9-F <sup>5</sup>              | 99.9-F              |
| Areca Palm Drive (EW) - #10                     | CSS             | 0  | 0.5 | 0.5 | 0.5        | 0.5 | 0   | 0         | 0   | 0   | 0.5       | 0   | 0.5 | 8.4-A                            | 8.5-A               |
| Paradise Palm Avenue (EW) - #11                 | CSS             | 0  | 0.5 | 0.5 | 0.5        | 0.5 | 0   | 0         | 0   | 0   | 0.5       | 0   | 0.5 | 9.1-A                            | 9.1-A               |
| Leon Road (NS) at:<br>SR-74 (EW) - #14          | TS              | 1  | 0.5 | 0.5 | 1          | 0.5 | 0.5 | 1         | 1.5 | 0.5 | 1         | 1.5 | 0.5 | 12.7-B                           | 11.0-B              |
| Juniper Flats Road (NS) at:<br>SR-74 (EW) - #15 | TS              | 0  | 1   | 0   | 0.5        | 0.5 | 1   | 1         | 1.5 | 0.5 | 1         | 1.5 | 0.5 | 11.3-B                           | 11.2-B              |

- 1 When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
- 2 Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the individual movement (or movements sharing a single lane) are shown.
- 3 TS = Traffic Signal; CSS = Cross Street Stop
- 4 It should be noted that the intersection of Emperor Road/5R-74 currently allows full access but shall be restricted to right turns in/out and left turn in only access. For future traffic conditions, the vehicles currently making northbound left turns were removed and added to the northbound right turns. These vehicles were then added to the east bound left turn lane at the intersection of Sultanas Road/SR-74 where they made a U-turn and proceeded westbound on 5R-74. Therefore, these vehicles were also added to the westbound through lanes at the intersection of Emperor Road/5R-74.
- 5 99.9-F = Delay High, Intersection Unstable, Level of Service F.  
L = Left; T = Through; R = Right  
(Kunzman, 2011)

Trip generation rates were determined for daily traffic, morning peak hour inbound and outbound traffic, and evening peak hour inbound and outbound traffic for the proposed land use. By multiplying the traffic generation rates by the land use quantity, the traffic volumes are determined. Table 13, *Project Traffic Generation*, exhibits the traffic generation rates, project peak hour volumes, and project daily traffic volumes. As shown, the proposed development is projected to generate approximately 1,971 daily vehicle trips, 154 of which would occur during the morning peak hour and 208 of which would occur during the evening peak hour. (Kunzman, 2011, p. 19)

*Project Trip Distribution and Assignment*

Trip distribution represents the directional orientation of traffic to and from the Project site. The directional orientation of traffic has been determined by evaluating existing and proposed land uses, highways, and freeways within the vicinity of the Project along with existing traffic patterns understood from current traffic counts. The Project traffic is distributed to the network via primary Project driveways to ensure the necessary lane geometrics for the site access points are understood, and to identify potential Project impacts to near-by intersections. Based on the identified Project traffic generation and trip generation, Project average daily traffic (ADT) volumes are shown on Figure 15, *Project Average Daily Traffic Volumes*. Morning and evening peak hour intersection turning movement volumes expected from the

New  
Significant  
Impact

More  
Severe  
Impacts

New Ability  
to  
Substantially  
Reduce  
Significant  
Impact

No  
Substantial  
Change from  
Previous  
Analysis

Project are shown in the Traffic Impact Analysis for TR31500 (Appendix L) on Figures 12 and 13, respectively. (Kunzman, 2011, p. 19)

**Table 13 Project Traffic Generation**

| Land Use                           | Quantity | Units <sup>2</sup> | Peak Hour |          |       |         |          |       | Daily |
|------------------------------------|----------|--------------------|-----------|----------|-------|---------|----------|-------|-------|
|                                    |          |                    | Morning   |          |       | Evening |          |       |       |
|                                    |          |                    | Inbound   | Outbound | Total | Inbound | Outbound | Total |       |
| <b>Trip Generation Rates</b>       |          |                    |           |          |       |         |          |       |       |
| Single-Family Detached Residential | 206      | DU                 | 0.19      | 0.56     | 0.75  | 0.64    | 0.37     | 1.01  | 9.57  |
| <b>Trips Generated</b>             |          |                    |           |          |       |         |          |       |       |
| Single-Family Detached Residential | 206      | DU                 | 39        | 115      | 154   | 132     | 76       | 208   | 1,971 |

1. Source: Institute of Transportation Engineers, Trip Generation, 8th Edition, 2008, Land Use Category 210.
2. DU = Dwelling Units  
(Kunzman, 2011, Table 2)

*Cumulative Development Traffic*

The traffic impact analysis also considers cumulative traffic volumes from other future developments in the study area that are approved or being processed concurrently. A list of cumulative development projects included in the analysis was developed as a result of coordination between the Project's traffic consultant and County staff. Cumulative development projects included in the analysis were included because they are assumed to contribute traffic to at least one or more of the study area intersections. Table 14, *Cumulative Development Traffic Generation*, presents the cumulative development land uses and their associated trip generation. Figure 14 of the Traffic Impact Analysis for TR31500 (Appendix L) depicts the locations of the various developments shown in Table 14. In addition to cumulative development, the analysis also utilizes a 2.0 percent annual ambient growth rate to account for area-wide growth not associated with any particular development, which is calculated based on existing traffic volumes for the opening year (2013) conditions and added to daily and peak hour traffic volumes on surrounding roadways. Figure 40 of the Traffic Impact Analysis for TR31500 depicts the average daily volumes for study area roadways associated with the cumulative development and ambient growth. (Kunzman, 2011, p. 27)

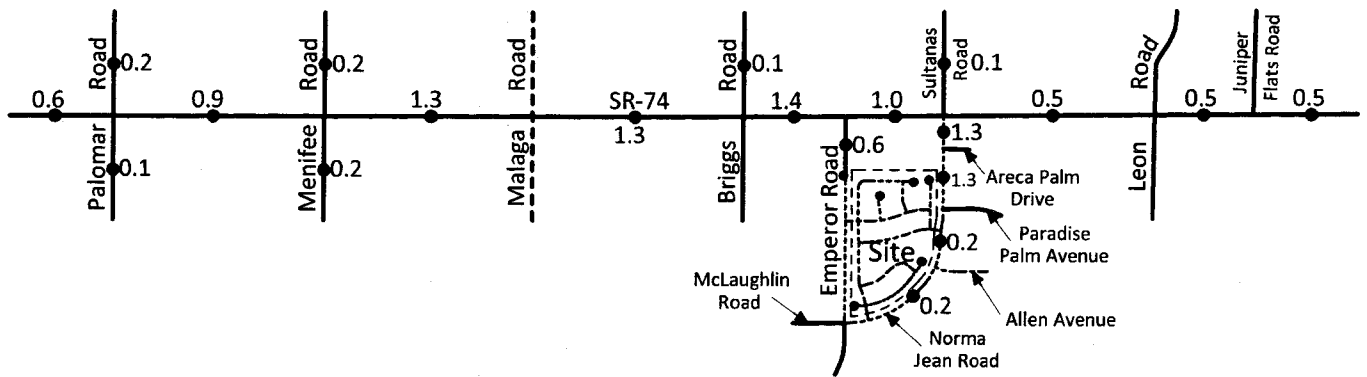
**Impact Analysis for Opening Year (2013) Conditions**

This section evaluates the level of service (LOS) at study area intersections when traffic generated by the proposed Project is added to existing traffic volumes, ambient growth and cumulative development projects. 2013 was selected for analysis because it was the target opening year at the time environmental analysis commenced for the Project in 2011.

*Roadway Improvements*

As part of the proposed Project, Norma Jean Road would be constructed along the east boundary of the proposed Project and connect with the existing McLaughlin Road at Emperor Road and Sultanas Road at SR-74. The existing Sultanas Road south of SR-74 would become a frontage road and would not have direct access to SR-74. Emperor Road would be improved to its ultimate half-width standard as a Modified Collector (70' ROW) along the Project frontage. Norma Jean Road would be improved as part of the proposed Project to the standard of a Collector (74' ROW) between Emperor Road and approximately Allen Avenue, and would be improved to the standard of a Modified Collector (77' ROW) between approximately Allen Avenue and SR-74.





**Legend**

10.0 = Vehicles Per Day (1,000's)

Source(s): Kutzman Associates, Inc. (08-24-2011)



FIGURE 15

**PROJECT AVERAGE DAILY TRAFFIC VOLUMES**

New Significant Impact      More Severe Impacts      New Ability to Substantially Reduce Significant Impact      No Substantial Change from Previous Analysis

**Table 14      Cumulative Development Traffic Generation**

| Project              | Land Use                           | Quantity | Units <sup>2</sup> | Peak Hour        |              |              |              |              |              | Daily         |
|----------------------|------------------------------------|----------|--------------------|------------------|--------------|--------------|--------------|--------------|--------------|---------------|
|                      |                                    |          |                    | Morning          |              |              | Evening      |              |              |               |
|                      |                                    |          |                    | Inbound          | Outbound     | Total        | Inbound      | Outbound     | Total        |               |
| PP22570              | Retail                             | 5,000    | TSF                | NOM <sup>3</sup> | NOM          | NOM          | 6            | 8            | 14           | 222           |
| TR28801 <sup>4</sup> | Single-Family Detached Residential | 468      | DU                 | 89               | 262          | 351          | 300          | 173          | 473          | 4,479         |
| TR29262              | Single-Family Detached Residential | 297      | DU                 | 56               | 166          | 222          | 190          | 110          | 300          | 2,842         |
| TR29322              | Single-Family Detached Residential | 210      | DU                 | 40               | 118          | 158          | 134          | 78           | 212          | 2,010         |
| TR29326              | Single-Family Detached Residential | 65       | DU                 | 12               | 36           | 48           | 42           | 24           | 66           | 622           |
| TR29327              | Single-Family Detached Residential | 79       | DU                 | 15               | 44           | 59           | 51           | 28           | 79           | 756           |
| TR29328              | Single-Family Detached Residential | 75       | DU                 | 14               | 42           | 56           | 48           | 28           | 76           | 718           |
| TR30972              | Single-Family Detached Residential | 91       | DU                 | 17               | 51           | 68           | 58           | 34           | 92           | 871           |
| TR31084              | Single-Family Detached Residential | 40       | DU                 | 8                | 22           | 30           | 26           | 15           | 41           | 383           |
| TR31536              | Single-Family Detached Residential | 44       | DU                 | 8                | 25           | 33           | 28           | 16           | 44           | 421           |
| TR31545              | Single-Family Detached Residential | 55       | DU                 | 10               | 31           | 41           | 35           | 20           | 55           | 526           |
| TR31546              | Single-Family Detached Residential | 120      | DU                 | 23               | 67           | 90           | 77           | 44           | 121          | 1,148         |
| TR31811              | Single-Family Detached Residential | 557      | DU                 | 106              | 311          | 417          | 357          | 206          | 563          | 5,331         |
| TR31812              | Single-Family Detached Residential | 744      | DU                 | 141              | 420          | 561          | 476          | 275          | 751          | 7,120         |
|                      | Golf Course (2.5% Internal Trips)  | 18       | Holes              | 24               | 6            | 30           | 17           | 21           | 38           | 482           |
|                      | Subtotal                           |          |                    | 165              | 426          | 591          | 493          | 296          | 789          | 7,602         |
| TR31820              | Single-Family Detached Residential | 17       | DU                 | 3                | 10           | 13           | 11           | 6            | 17           | 163           |
| TR32400              | Single-Family Detached Residential | 27       | DU                 | 5                | 15           | 20           | 17           | 10           | 27           | 258           |
| TR33738              | Single-Family Detached Residential | 52       | DU                 | 10               | 29           | 39           | 33           | 19           | 52           | 498           |
| TR34406              | Residential/Shopping Center        |          |                    | 173              | 465          | 638          | 572          | 357          | 929          | 7,723         |
| TR34600              | Single-Family Detached Residential | 162      | DU                 | 31               | 91           | 122          | 104          | 60           | 164          | 1,550         |
| <b>Total</b>         |                                    |          |                    | <b>785</b>       | <b>2,211</b> | <b>2,996</b> | <b>2,582</b> | <b>1,532</b> | <b>4,114</b> | <b>38,123</b> |

- 1 Source: Institute of Transportation Engineers, Trip Generation, 8th Edition, 2008, Land Use Categories 210 and 814 or corresponding traffic study for other development when available.
- 2 TSF = Thousand Square Feet; DU = Dwelling Units
- 3 NOM = Nominal
- 4 TR28801 proposes to develop 566 dwelling units. TR28801M1 reduces the development by 30 dwelling units and 68 are currently built (566 - 30 - 68 = 468). (Kunzman, 2011, Table 3)

Allen Avenue is proposed to extend from Leon Road to Norma Jean Road for future conditions. Traffic from the existing homes along Allen Avenue between proposed Norma Jean Road and Leon Road were assigned to the future intersection of Norma Jean Road/Allen Avenue to account for existing trips that may divert to Norma Jean Road/Allen Avenue in the future. (Kunzman, 2011, p. 6)

*Level of Service for Existing + Ambient + Project (EAP) Conditions*

The Existing Plus Ambient Growth Plus Project delay and Level of Service for the study area roadway network are shown in Table 15, *Existing Plus Ambient Growth Plus Project Intersection Delay and LOS*. Table 15 shows delay values based on the geometrics at the study area intersections, without and with traffic signal improvements. Existing Plus Ambient Growth Plus Project morning and evening peak hour intersection turning movement volumes are shown in the Traffic Impact Study (Appendix L) on Figures 42 and 43, respectively. (Kunzman, 2011, p. 28)

For Existing Plus Ambient Growth Plus Project traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours, without improvements:

Malaga Road (NS) at:  
SR-74 (EW) - #3

Sultanas Road/Norma Jean Road (NS) at:

New Significant Impact      More Severe Impacts      New Ability to Substantially Reduce Significant Impact      No Substantial Change from Previous Analysis

SR-74 (EW) - #9

For Existing Plus Ambient Growth Plus Project traffic conditions with traffic signal improvements, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours. A discussion and analysis of signal warrants for Existing Plus Ambient Growth Plus Project conditions is provided below. (Kunzman, 2011, p. 28)

**Table 15 Existing Plus Ambient Growth Plus Project Intersection Delay and LOS**

| Intersection   | Traffic Control <sup>3</sup> | Intersection Approach Lanes <sup>1</sup> |     |     |            |     |     |           |     |     |           |     |     | Peak Hour Delay-LOS <sup>2</sup> |                     |
|--|------------------------------|--|-----|-----|------------|-----|-----|-----------|-----|-----|-----------|-----|-----|----------------------------------|---------------------|
|  |                              | Northbound                               |     |     | Southbound |     |     | Eastbound |     |     | Westbound |     |     | Morning                          | Evening             |
|  |                              | L  | T   | R   | L          | T   | R   | L         | T   | R   | L         | T   | R   |                                  |                     |
| Palomar Road (NS) at:<br>SR-74 (EW) - #1                                       | TS                           | 1  | 1   | 1   | 1          | 1.5 | 0.5 | 1         | 2   | 1   | 1         | 1.5 | 0.5 | 20.5-C                           | 16.1-B              |
| Meniffee Road (NS) at:<br>SR-74 (EW) - #2                                      | TS                           | 0.5                                      | 0.5 | 1   | 0          | 1   | 0   | 1         | 1.5 | 0.5 | 1         | 1.5 | 0.5 | 25.2-C                           | 28.2-C              |
| Malaga Road (NS) at:<br>SR-74 (EW) - #3<br>- Without Improvements              | CSS                          | 0  | 0   | 0   | 0          | 1   | 0   | 0.5       | 1.5 | 0   | 0         | 1.5 | 0.5 | 79.4-F                           | 13.2-B              |
| - With Improvements  | TS <sup>4</sup>              | 0  | 0   | 0   | 0          | 1   | 0   | 0.5       | 1.5 | 0   | 0         | 1.5 | 0.5 | 1.7-A                            | 1.7-A               |
| Briggs Road (NS) at:<br>SR-74 (EW) - #4  | TS                           | 1  | 0.5 | 0.5 | 1          | 0.5 | 0.5 | 1         | 2   | 1   | 1         | 1.5 | 0.5 | 49.9-D                           | 29.3-C              |
| Emperor Road (NS) at:<br>SR-74 (EW) - #5                                       | CSS                          | 0  | 0   | 1   | 0          | 0   | 0   | 0         | 2   | 1   | 1         | 2   | 0   | 12.4-B                           | 14.9-B <sup>5</sup> |
| Project Access (EW) - #6   | CSS                          | 0  | 0.5 | 0.5 | 0.5        | 0.5 | 0   | 0         | 0   | 0   | 0.5       | 0   | 0.5 | 9.1-A                            | 9.3-A               |
| McLaughlin/Norma Jean Road (EW) - #7   | CSS                          | 0  | 1   | 0   | 0          | 1   | 0   | 1         | 0.5 | 0.5 | 1         | 0.5 | 0.5 | 9.0-A                            | 9.0-A               |
| Project Access (NS) at:<br>Norma Jean Road (EW) - #8                           | CSS                          | 0  | 0   | 0   | 0.5        | 0   | 0.5 | 1         | 1   | 0   | 0         | 1.5 | 0.5 | 8.6-A                            | 8.6-A               |
| Sultanas/Norma Jean Road (NS) at:<br>SR-74 (EW) - #9<br>- Without Improvements | CSS                          | 0  | 1   | 0   | 0          | 1   | 0   | 1         | 1.5 | 0.5 | 1         | 2   | 1   | 99.9-F <sup>6</sup>              | 99.9-F              |
| - With Improvements  | TS                           | 0  | 1   | 0   | 0          | 1   | 0   | 1         | 1.5 | 0.5 | 1         | 2   | 1   | 8.9-A                            | 5.9-A               |
| Norma Jean Road (NS) at:<br>Areca Palm Drive (EW) - #10                        | CSS                          | 0  | 0.5 | 0.5 | 0.5        | 0.5 | 0   | 0         | 0   | 0   | 0.5       | 0   | 0.5 | 10.2-B                           | 9.0-A               |
| Paradise Palm Avenue (EW) - #11  | CSS                          | 0  | 0.5 | 0.5 | 0.5        | 0.5 | 0   | 0         | 0   | 0   | 0.5       | 0   | 0.5 | 9.1-A                            | 8.7-A               |
| Project Access (EW) - #12  | CSS                          | 0  | 0   | 0   | 0.5        | 0   | 0.5 | 0.5       | 0.5 | 0   | 0         | 0.5 | 0.5 | 9.0-A                            | 9.0-A               |
| Allen Avenue (EW) - #13  | CSS                          | 0  | 0.5 | 0.5 | 0.5        | 0.5 | 0   | 0         | 0   | 0   | 0.5       | 0   | 0.5 | 8.4-A                            | 8.4-A               |
| Leon Road (NS) at:<br>SR-74 (EW) - #14   | TS                           | 1  | 0.5 | 0.5 | 1          | 0.5 | 0.5 | 1         | 1.5 | 0.5 | 1         | 1.5 | 0.5 | 12.8-B                           | 11.0-B              |
| Juniper Flats Road (NS) at:<br>SR-74 (EW) - #15                                | TS                           | 0  | 1   | 0   | 0.5        | 0.5 | 1   | 1         | 1.5 | 0.5 | 1         | 1.5 | 0.5 | 11.4-B                           | 11.4-B              |

- When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
- Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the individual movement (or movements sharing a single lane) are shown.
- TS = Traffic Signal; CSS = Cross Street Stop
- It should be noted that the intersection of Emperor Road/5R-74 currently allows full access but shall be restricted to right turns in/out and left turn in only access. For future traffic conditions, the vehicles currently making northbound left turns were removed and added to the northbound right turns. These vehicles were then added to the east bound left turn lane at the intersection of Sultanas Road/SR-74 where they made a U-turn and proceeded westbound on 5R-74. Therefore, these vehicles were also added to the westbound through lanes at the intersection of Emperor Road/5R-74.
- 99.9-F = Delay High, Intersection Unstable, Level of Service F.  
L = Left; T = Through; R = Right  
(Kunzman, 2011, Table 4)

| New<br>Significant<br>Impact | More<br>Severe<br>Impacts | New Ability<br>to<br>Substantially<br>Reduce<br>Significant<br>Impact | No<br>Substantial<br>Change from<br>Previous<br>Analysis |
|------------------------------|---------------------------|---|--|
|------------------------------|---------------------------|---|--|

*Traffic Signal Warrant for EAP Conditions*

Based on the analysis provided in the Project's Traffic Impact Analysis for traffic signal warrants and utilizing methodology acceptable to the Federal Highway Administration and Caltrans, a traffic signal is not projected to be warranted at the following study area intersection for Existing Plus Ambient Growth Plus Project traffic conditions:

Malaga Road (NS) at:  
SR-74 (EW) - #3

A traffic signal is, however, projected to be warranted at the following additional study area intersection for EAP traffic conditions:

Sultanas Road/Norma Jean Road (NS) at:  
SR-74 (EW) - #9

As shown previously in Table 12, the above-listed intersection already operates at LOS F under existing conditions during both the AM and PM peak hours. Therefore, the proposed Project would contribute to, but would not directly cause, the need for signalization at this location. The proposed Project would be required to comply with Riverside County Ordinance No. 748 ("Traffic Signal Mitigation Program Ordinance"), which requires the payment of a fair-share contribution towards the development of traffic signals throughout the County that are not directly caused by any individual development proposal. Therefore, since the proposed Project would be required to comply with Ordinance No. 748, and because the construction of a traffic signal at the intersection of Sultanas Road/Norma Jean Road would assure acceptable LOS during the AM and PM peak hour, Project impacts to this intersection are evaluated as less than significant.

Similarly, the intersection of Malaga Road at SR-74 also operates at an unacceptable LOS F during the AM peak hour under existing conditions (refer to Table 12), although this intersection was shown as not requiring signalization under EAP conditions. Since the proposed Project would not substantially contribute to the existing deficient LOS at the intersection of Malaga Road at SR-74, Project impacts are evaluated as less than significant. The Project would, however, be required to comply with County Ordinance No. 748, which would ensure that a traffic signal is constructed at this location once signal warrants are met.

*Existing + Ambient + Project + Cumulative (EAPC) Traffic Volume Forecasts*

The Existing Plus Ambient Growth Plus Project Plus Cumulative (EAPC) delay and Level of Service for the study area roadway network are shown in Table 16, *Existing Plus Ambient Growth Plus Project Intersection Delay and LOS*. Table 16 shows delay values based on the geometrics at the study area intersections, without and with improvements. EAPC morning and evening peak hour intersection turning movement volumes are shown on Traffic Impact Study Figures 44 and 45, respectively. (Kunzman, 2011, p. 29)

For EAPC traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours, without improvements:

Menifee Road (NS) at:  
SR-74 - #2

Malaga Road (NS) at:  
SR-74 (EW) - #3

Briggs Road (NS) at:

New Significant Impact

More Severe Impacts

New Ability to Substantially Reduce Significant Impact

No Substantial Change from Previous Analysis

SR-74 - #4

Sultanas Road/Norma Jean Road (NS) at:  
SR-74 (EW) - #9

Table 16 Existing Plus Ambient Growth Plus Project Intersection Delay and LOS

| Intersection   | Traffic Control <sup>3</sup> | Intersection Approach Lanes <sup>1</sup> |     |     |            |     |     |           |     |     |           |     |     | Peak Hour Delay-LOS <sup>2</sup> |                     |
|--|------------------------------|--|-----|-----|------------|-----|-----|-----------|-----|-----|-----------|-----|-----|----------------------------------|---------------------|
|  |                              | Northbound                               |     |     | Southbound |     |     | Eastbound |     |     | Westbound |     |     | Morning                          | Evening             |
|  |                              | L  | T   | R   | L          | T   | R   | L         | T   | R   | L         | T   | R   |                                  |                     |
| Palomar Road (NS) at:<br>SR-74 (EW) - #1                 | TS                           | 1  | 1   | 1   | 1          | 1.5 | 0.5 | 1         | 2   | 1   | 1         | 1.5 | 0.5 | 40.3-D                           | 34.4-C              |
| Menifee Road (NS) at:<br>SR-74 (EW) - #2                 |                              |  |     |     |            |     |     |           |     |     |           |     |     |                                  |                     |
| - Without Improvements                                   | TS                           | 0.5                                      | 0.5 | 1   | 0          | 1   | 0   | 1         | 1.5 | 0.5 | 1         | 1.5 | 0.5 | 99.9-F <sup>4</sup>              | 99.9-F              |
| - With Improvements                                      | TS                           | 1  | 1   | 1   | 1          | 0.5 | 0.5 | 1         | 3   | 1   | 1         | 3   | 1   | 34.2-C                           | 38.6-D              |
| Malaga Road (NS) at:<br>SR-74 (EW) - #3                  |                              |  |     |     |            |     |     |           |     |     |           |     |     |                                  |                     |
| - Without Improvements                                   | CSS                          | 0  | 0   | 0   | 0          | 1   | 0   | 0.5       | 1.5 | 0   | 0         | 1.5 | 0.5 | 99.9-F                           | 99.9-F              |
| - With Improvements                                      | TS                           | 0  | 1   | 0   | 0          | 1   | 0   | 1         | 1.5 | 0.5 | 1         | 1.5 | 0.5 | 6.4-A                            | 5.6-A               |
| Briggs Road (NS) at:<br>SR-74 (EW) - #4                  |                              |  |     |     |            |     |     |           |     |     |           |     |     |                                  |                     |
| - Without Improvements                                   | TS                           | 1  | 0.5 | 0.5 | 1          | 0.5 | 0.5 | 1         | 2   | 1   | 1         | 1.5 | 0.5 | 99.9-F                           | 99.9-F              |
| - With Improvements                                      | TS                           | 2  | 1   | 1   | 1          | 1   | 1   | 1         | 3   | 1   | 1         | 3   | 1   | 48.6-D                           | 28.7-C              |
| Emperor Road (NS) at:<br>SR-74 (EW) - #5                 | CSS                          | 0  | 0   | 1   | 0          | 0   | 0   | 0         | 2   | 1   | 1         | 2   | 0   | 14.5-B                           | 19.7-C <sup>5</sup> |
| Project Access (EW) - #6                                 | CSS                          | 0  | 0.5 | 0.5 | 0.5        | 0.5 | 0   | 0         | 0   | 0   | 0.5       | 0   | 0.5 | 9.1-A                            | 9.3-A               |
| McLaughlin/Norma Jean Road (EW) - #7                     | CSS                          | 0  | 1   | 0   | 0          | 1   | 0   | 1         | 0.5 | 0.5 | 1         | 0.5 | 0.5 | 10.6-B                           | 11.3-B              |
| Project Access (NS) at:<br>Norma Jean Road (EW) - #8     | CSS                          | 0  | 0   | 0   | 0.5        | 0   | 0.5 | 1         | 1   | 0   | 0         | 1.5 | 0.5 | 10.1-B                           | 10.7-B              |
| Sultanas/Norma Jean Road (NS) at:<br>SR-74 (EW) - #9     |                              |  |     |     |            |     |     |           |     |     |           |     |     |                                  |                     |
| - Without Improvements                                   | CSS                          | 0  | 1   | 0   | 0          | 1   | 0   | 1         | 1.5 | 0.5 | 1         | 2   | 1   | 99.9-F                           | 99.9-F              |
| - With Improvements                                      | TS                           | 1  | 0.5 | 0.5 | 1          | 0.5 | 0.5 | 1         | 1.5 | 0.5 | 1         | 2   | 1   | 35.2-D                           | 22.2-C              |
| Norma Jean Road (NS) at:<br>Arecia Palm Drive (EW) - #10 | CSS                          | 0  | 0.5 | 0.5 | 0.5        | 0.5 | 0   | 0         | 0   | 0   | 0.5       | 0   | 0.5 | 16.4-C                           | 10.5-B              |
| Paradise Palm Avenue (EW) - #11                          | CSS                          | 0  | 0.5 | 0.5 | 0.5        | 0.5 | 0   | 0         | 0   | 0   | 0.5       | 0   | 0.5 | 10.7-B                           | 9.3-A               |
| Project Access (EW) - #12                                | CSS                          | 0  | 0   | 0   | 0.5        | 0   | 0.5 | 0.5       | 0.5 | 0   | 0         | 0.5 | 0.5 | 10.9-B                           | 11.7-B              |
| Allen Avenue (EW) - #13                                  | CSS                          | 0  | 0.5 | 0.5 | 0.5        | 0.5 | 0   | 0         | 0   | 0   | 0.5       | 0   | 0.5 | 9.5-A                            | 9.6-A               |
| Leon Road (NS) at:<br>SR-74 (EW) - #14                   | TS                           | 1  | 0.5 | 0.5 | 1          | 0.5 | 0.5 | 1         | 1.5 | 0.5 | 1         | 1.5 | 0.5 | 16.6-B                           | 15.7-B              |
| Juniper Flats Road (NS) at:<br>SR-74 (EW) - #15          | TS                           | 0  | 1   | 0   | 0.5        | 0.5 | 1   | 1         | 1.5 | 0.5 | 1         | 1.5 | 0.5 | 14.4-B                           | 13.6-B              |

- When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
  - Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the individual movement (or movements sharing a single lane) are shown.
  - TS = Traffic Signal; CSS = Cross Street Stop
  - 99.9-F = Delay High, Intersection Unstable, Level of Service F.
  - It should be noted that the intersection of Emperor Road/5R-74 currently allows full access but shall be restricted to right turns in/out and left turn in only access. For future traffic conditions, the vehicles currently making northbound left turns were removed and added to the northbound right turns. These vehicles were then added to the east bound left turn lane at the intersection of Sultanas Road/SR-74 where they made a U-turn and proceeded westbound on 5R-74. Therefore, these vehicles were also added to the westbound through lanes at the intersection of Emperor Road/5R-74.
- L = Left; T = Through; R = Right  
(Kunzman, 2011)

| New Significant Impact | More Severe Impacts | New Ability to Substantially Reduce Significant Impact | No Substantial Change from Previous Analysis |
|------------------------|---------------------|--|--|
|------------------------|---------------------|--|--|

For EAPC traffic conditions with the improvements identified in Table 16, the study area intersections are projected to operate at acceptable Levels of Service during the peak hours. Comparing the projected LOS depicted in Table 16 with the existing conditions for study area intersections (Table 12) and the projected

LOS under EAP conditions (Table 15) demonstrates that the proposed Project would contribute to, but would not directly cause, a deficient LOS at the above-listed intersections. However, the proposed Project would be required to comply with Riverside County Ordinance No. 2009-37 (Transportation Uniform Mitigation Fees [TUMF]), which requires the payment of fees that are used by the County to improve the regional circulation network. SR-74 is identified for improvements as part of the TUMF. Therefore, since the proposed Project would be required to comply with Ordinance No. 2009-37 and pay fees, the Project's cumulatively considerable contribution to traffic at the above-listed intersections are evaluated as less than significant.

*Traffic Signal Warrant for EAPC Conditions*

A traffic signal is projected to be warranted at the following additional study area intersection for EAPC traffic conditions, in addition to the intersection previously identified under EAP conditions:

Malaga Road (NS) at:  
SR-74 (EW) - #3

As indicated under the discussion of traffic signal warrants for EAP conditions, the proposed Project would be required to comply with Riverside County Ordinance No. 748 ("Traffic Signal Mitigation Program Ordinance"), which requires the payment of a fair-share contribution towards the development of traffic signals throughout the County that are not directly caused by any individual development proposal. Therefore, since the proposed Project would be required to comply with Ordinance No. 748, and because the construction of a traffic signal at the intersection of Malaga Road at SR-74, in conjunction with planned improvements as part of the TUMF program, would assure acceptable LOS during the AM and PM peak hours, Project cumulative impacts to this intersection are evaluated as less than significant.

**Conclusion**

As demonstrated in the preceding analysis, the local roadway system would operate at acceptable LOS under all Project scenarios, assuming mandatory compliance with the Traffic Signal Mitigation Program, TUMF, and the various circulation improvements proposed on-site as part of the Project. Furthermore, the proposed land use classification change would have no impact on the overall traffic generation for the proposed Project (RK Engineering, Inc., 2013, p. 4). Therefore, the Project would not conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, either directly or cumulatively. Accordingly, impacts would be less than significant and implementation of the Project would not result in new impacts that were not previously identified in FEIR No. 329.

**b) No Substantial Change from Previous Analysis:** The Congestion Management Program (CMP) roadway system has been designed to adequately convey traffic volumes generated by ultimate buildout of the land uses identified by the County's General Plan land use map. Pursuant to General Plan Land Use Element Policy LU 1.10, "Area Plan designations of properties within adopted Specific Plans are provided for informational and illustrative purposes only. The actual designations of land are as specified in the applicable Specific Plan document." Thus, the CMP anticipated that the Project site would be built-out in accordance with the approved Specific Plan. Because the Project would result the same number of dwelling units than are allowed under the adopted Specific Plan, the Project would not exceed the long-term growth projections included in the CMP. Therefore, the Project's long-term impacts related to established levels of service for CMP designated roads or highways would be less than significant and within the scope of analysis of FEIR No. 329.

| New Significant Impact | More Severe Impacts | New Ability to Substantially Reduce Significant Impact | No Substantial Change from Previous Analysis |
|------------------------|---------------------|--|--|
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Additionally, the only CMP-designated roadways in the Project vicinity are I-215, SR-74, and SR-79 (Riv. County, 2011, Exhibit 2-1). Traffic associated with the proposed Project only has the potential to significantly affect SR-74, as the Project would not contribute substantial amounts of traffic to SR-79 or I-215. As indicated above in the analysis of Threshold 43.a), the proposed Project would contribute to, but would not directly cause, the need for improvements, to study area intersections and/or the construction of traffic signals. However, because the Project is subject to the Traffic Signal Mitigation Program and TUMF, the Project's incremental contribution to the need for such improvements would be fully mitigated to below a level of significance. Additional mitigation would not be required. Therefore, the proposed Project would be consistent with the applicable congestion management plan and implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

c) & d) **No Substantial Change from Previous Analysis:** The Project site is located within the Airport Influence Area of the March Air Reserve Base; however, because this is a military facility it is not open to the public and as such, the proposed Project would have no impact on airport operations at this facility. The Project site is not located adjacent to a rail corridor or waterway (ALUCP, 2007; Google Earth, 2014). Therefore, the Project would neither increase air, rail or waterborne traffic levels, nor result in substantial safety risks associated with these modes of travel. Accordingly, no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

e) **No Substantial Change from Previous Analysis:** The proposed Project would introduce residential land uses within a master-planned community that includes a variety of urban land uses. The proposed Project would be compatible with land uses proposed in areas adjacent to TR31500, which include mixed uses, commercial retail, a detention basin, open space, and medium density residential. The proposed Project would not result in increased hazards associated with incompatible uses; therefore, impacts would be less than significant.

Proposed circulation improvements are identified on Tentative Tract Map 31500. All circulation improvements have been designed to conform to the provisions of Riverside County Ordinance No. 461, *Road Improvement Standards and Specifications*. The provisions of Ordinance No. 461 identify required improvements as well as design parameters that each circulation improvement must adhere to in order to maximize public safety and minimize congestion that may result from substandard road construction. As a component of applications for the proposed Project, the County Transportation Department has reviewed the proposed circulation improvements identified in Tract Map 31500 in relationship to the approved circulation plan for the Menifee North Specific Plan, and has concluded that all proposed roadway improvements are consistent with the requirements of Ordinance No. 461. Therefore, because all roadway improvements would be designed to County standards and because no conflict is anticipated between Project-related motor vehicle use and adjacent land uses, a less than significant impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

f) **No Substantial Change from Previous Analysis:** Implementation of the proposed Project would result in the establishment of several new on-site (internal) public roads, which would require maintenance. However, the maintenance of on-site roadways is not anticipated to cause a financial burden for the County that would interfere with the County's ability to maintain other County facilities such that an environmental impact would result. Maintenance of on-site roads would largely be funded through property taxes associated with the development. There is no component of the proposed Project that would require altered maintenance of roadways by the County. Accordingly, impacts would be less than significant and implementation of the Project would not result in new impacts that were not previously identified in FEIR No. 329.

| New Significant Impact | More Severe Impacts | New Ability to Substantially Reduce Significant Impact | No Substantial Change from Previous Analysis |
|------------------------|---------------------|--|--|
|------------------------|---------------------|--|--|

g) **No Substantial Change from Previous Analysis:** Roadways proposed for improvement as part of the Project do not currently exist and would likely be constructed as part of the Project. Since roadways proposed for improvement as part of the Project do not currently serve any existing land uses, the Project would not cause an effect upon circulation during construction. Impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

h) **No Substantial Change from Previous Analysis:** Roadways that would serve the proposed Project do not currently exist, but would be constructed as part of the Project. With the provision of on-site roadways and connections to the existing circulation network, emergency access to on-site areas would be accommodated. Since the Project would not affect any roadways currently providing emergency access to surrounding land uses and because adequate access to the site would be provided in accordance with Riverside County Ordinance No. 460, which regulates access road provisions, impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

i) **No Substantial Change from Previous Analysis:** Figure 9 of the Harvest Valley/Winchester Area Plan (HWWAP), *Trails and Bikeway System*, depicts proposed trails and bikeways within the Project area. As shown on HWWAP Figure 9, the areas proposed for subdivision by TR31500 do not abut or occur within areas targeted for development with trails or bicycle facilities (Riv. County, 2003b). The nearest designated trail segment occurs along Briggs Road to the west of the Project site. This trail designation is consistent with the existing approved Specific Plan No. 260, which also designates a "Regional Trail Easement" along this portion of Briggs Road. This trail segment would be improved by others in conjunction with development within Planning Areas 31 and 33A of SP 260, and/or in conjunction with future improvements to this portion of Briggs Road.

With respect to public transit, the Project area is currently serviced by Riverside Transit Agency (RTA) Routes No. 27 and 212, which provides bus service between the City of Riverside and the City of San Jacinto. In the Project area, this bus route occurs wholly along SR-74, and bus stop locations already are accommodated along this roadway. There are no transit service routes that abut the proposed Project.

There are no other adopted policies, plans, or programs regarding public transit, bikeways or pedestrian facilities. Therefore, the proposed Project would not conflict with any adopted policies, plans, or programs regarding public transit, bikeways or pedestrian facilities, nor would the Project otherwise substantially decrease the performance or safety of such facilities. Accordingly, impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

**Mitigation:** No additional mitigation is required beyond mandatory compliance with Riverside County Ordinance Nos. 461, 748, and the County's TUMF program.

**Monitoring:** Monitoring for compliance with County Ordinance Nos. 461, 748, and the County's TUMF program would occur as part of standard Project conditions of approval.

44. **Bike Trails**

**Source:** Riv. Co. 800-Scale Equestrian Trail Maps, Open Space and Conservation Map for Western County trail alignments, Project application materials, Harvest Valley/Winchester Area Plan, FEIR No. 329.

**Findings of Fact:**



| New Significant Impact | More Severe Impacts | New Ability to Substantially Reduce Significant Impact | No Substantial Change from Previous Analysis |
|------------------------|---------------------|--|--|
|------------------------|---------------------|--|--|

**No Substantial Change from Previous Analysis:** HVWAP Figure 9, *Harvest Valley/Winchester Area Plan Trails and Bikeway System*, depicts planned recreational trails within the Project area. HVWAP Figure 9 shows that the Project area is not identified for development with any bike trails (Riv. County, 2003b). The only recreational trails required by the HVWAP in the Project area is a proposed regional trail along Briggs Road that is being accommodated by the Project (as indicated under the analysis of Issue 42, above). Therefore, there would be no impacts associated with the development of bike trails, as none are proposed within the Specific Plan area. Accordingly, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

**Mitigation:** No mitigation is required.

**Monitoring:** No monitoring is required.

**UTILITY AND SERVICE SYSTEMS** Would the project

**45. Water**

a. Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?

b. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

**Source:** Department of Environmental Health Review, FEIR No. 329, Ord. No. 859, Project application materials.

**Findings of Fact:**

a & b) **No Substantial Change from Previous Analysis:** Impacts associated with the Project's demand for water treatment facilities and water supply were evaluated as part of FEIR No. 329, which concluded that such impacts would be reduced to less than significant levels with the incorporation of mitigation measures (refer to Mitigation Measures MM 17.1, 17.4, and 17.5). In addition, the Project would be required to comply with Riverside County Ordinance No. 859, which sets forth water efficient landscape requirements that apply to all new discretionary projects with a total landscape area equal to or greater than 2,500 square feet (Riv. County, 2009).

In addition, the Project would be served with potable water from the Eastern Municipal Water District (EMWD), which adopted its most recent Urban Water Management Plan (UWMP) in June 2011. The UWMP demonstrates the EMWD's ability to provide potable water within its survey during normal, dry, and multiple dry years. The demand assumptions utilized by EMWD in the UWMP rely on projections made by the Riverside County Center for Demographic Research, which in turn makes population projections based on the and uses identified by the various General Plans of the cities and counties within the EMWD's service area. Pursuant to General Plan Land Use Element Policy LU 1.10, the "Area Plan designations of properties within adopted Specific Plans are provided for informational and illustrative purposes only. The actual designations of land are as specified in the applicable Specific Plan document." The Project proposes the same number of dwelling units (206) as compared to the approved Specific Plan document. Thus, the Project's demand for potable water would be less than assumed in the EMWD's UWMP. Because the UWMP demonstrates that there are adequate supplies through 2035 even under multiple dry year conditions, the Project's water demand is fully accounted for by the UWMP.

| New Significant Impact | More Severe Impacts | New Ability to Substantially Reduce Significant Impact | No Substantial Change from Previous Analysis |
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Therefore, with compliance to the mitigation measures specified in FEIR No. 329 for water service and mandatory compliance with County Ordinance No. 859, impacts would be less than significant. Accordingly, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

**Mitigation:** The following mitigation measures from EIR No. 329 shall apply. No new mitigation measures beyond those identified in FEIR No. 329 are required.

MM 17.1 (Condition of Approval 10-46) The payment of fees to EMWD will prevent any negative financial impacts to the District. EMWD will collect a maximum of \$3,500 per unit from developers in the area for construction of the Romoland Treatment Plant Expansion. All lines will be designed per EMWD requirements.

MM 17.4 (Condition of Approval 10-47) The infrastructural system will be installed to the requirements of the County's Engineering Department. In addition, the following State laws require water efficient plumbing fixtures in structures to minimize water use:

- Health and Safety Code Section 17921.3 requires low-flush toilets and urinals in virtually all buildings.
- Title 20, California Administrative Code Section 1601(b) (Appliance Efficiency Standards) prohibits the sale of fixtures that do not comply with regulations.
- Title 20, California Administrative Code Section 1604(f) (Appliance Efficiency Standards) establishes efficiency standards that set the maximum flow rate of all new showerheads, lavatory faucets, etc.
- Title 24, California Administrative Code Section 2-5307(b) (California Energy Conservation Standards for New Buildings) prohibits the installation of fixtures unless the manufacturer has certified to the CEC compliance with the flow rate standards.
- Title 24, California Administrative Code Sections 2-5452(i) and (j) address pipe insulation requirements, which can reduce water used before hot water reaches equipment or fixtures.
- Health and Safety Code Section 4047 prohibits installation of residential water softening or conditioning appliances unless certain conditions are satisfied.
- Government Code Section 7800 specifies that lavatories in all public facilities be equipped with self-closing faucets that limit flow of hot water.

MM 17.5 (Condition of Approval 10-47) Additionally, water and sewer demands shall be further mitigated through implementation of Water and Sewer Plan Development Standards. (See Specific Plan Section III.A.4.b)

**Monitoring:** Monitoring shall occur as specified in FEIR No. 329.

**46. Sewer**

a. Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects?

b. Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected

| New Significant Impact | More Severe Impacts | New Ability to Substantially Reduce Significant Impact | No Substantial Change from Previous Analysis |
|------------------------|---------------------|--|--|
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demand in addition to the provider's existing commitments?

Source: Department of Environmental Health Review, FEIR No. 329, Project application materials.

Findings of Fact:

a & b) **No Substantial Change from Previous Analysis:** Impacts associated with the Project's demand for sewer treatment facilities and wastewater treatment capacity were evaluated as part of FEIR No. 329, which concluded that such impacts would be reduced to less than significant levels with the incorporation of mitigation measures (refer to Mitigation Measures MM 17.1, 17.4, and 17.5). Since the Project does not propose an increase in the number of dwelling units on-site (or building intensity), the Project as revised would not result in an increase in demand for wastewater treatment capacity beyond what was evaluated and mitigated for as part of FEIR No. 329. Therefore, with compliance with the mitigation measures specified in FEIR No. 329 for sewer service, impacts would be less than significant. Accordingly, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

Mitigation: No new mitigation measures beyond those identified in FEIR No. 329 are required.

Monitoring: Monitoring shall occur as specified in FEIR No. 329

**47. Solid Waste**

a. Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

b. Does the project comply with federal, state, and local statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?

Source: Riverside County General Plan, FEIR No. 329, Project application materials.

Findings of Fact:

a & b) **No Substantial Change from Previous Analysis:** Impacts to solid waste services were evaluated and disclosed as part of FEIR No. 329, which concluded that such impacts would be reduced to less than significant levels through incorporation of mitigation measures (refer to Mitigation Measures MM 23.3 and 23.4). The currently proposed Project would not increase the number of dwelling units or development intensity on-site. Mitigation measures specified in FEIR No. 329 would continue to apply to the proposed Project. Accordingly, implementation of the proposed Project would not result in any new impacts to solid waste services beyond what was evaluated and mitigated for as part of FEIR No. 329.

Mitigation: The following mitigation measures from EIR No. 329 shall apply. No new mitigation measures beyond those identified in FEIR No. 329 are required.

MM 23.3 (Condition of Approval 10-49) The project applicant shall work with the County Waste Management District and participate in efforts to achieve the mandated goals of the Integrated Waste Management Act. Additionally, the proposed permitted refuse hauler for the project site shall be advised of the efforts the developer will be pursuing

| New Significant Impact | More Severe Impacts | New Ability to Substantially Reduce Significant Impact | No Substantial Change from Previous Analysis |
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|------------------------|---------------------|--|--|

relating to recycling and waste reduction (i.e. curbside recycling, buy back centers, etc.) in accordance with County Resolution No. 90-402.

MM 23.4 (Condition of Approval 10-50) The developer will consider the feasibility of installing trash compactors as a standard feature in new homes, as well as establishing collection points for recycling of solid waste. In addition, industrial and commercial businesses will be encouraged to utilize trash compactors.

Monitoring: Monitoring shall occur as specified in FEIR No. 329

**48. Utilities**

Would the project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities; the construction of which could cause significant environmental effects?

|   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Electricity?                                       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Natural gas?                                       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Communications systems?                            | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Storm water drainage?                              | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Street lighting?                                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Maintenance of public facilities, including roads? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Other governmental services?                       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Source: Riverside County General Plan, FEIR No. 329, Project application materials.

Findings of Fact:

a through g) **No Substantial Change from Previous Analysis:** Impacts to utilities were evaluated and disclosed as part of FEIR No. 329, which concluded that such impacts would be reduced to less than significant levels with the incorporation of mitigation (refer to Mitigation Measures MM 17.6 and MM 22.1 through MM 22.3). Mitigation measures specified by FEIR No. 329 would continue to apply to the proposed Project. The Project does not propose any increase in the number of dwelling units or intensity of development on-site. Accordingly, with implementation of the proposed Project and compliance with the mitigation measures specified in FEIR No. 329, significant impacts to utilities would not occur. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

Mitigation: The following mitigation measures from EIR No. 329 shall apply. No new mitigation measures beyond those identified in FEIR No. 329 are required.

MM 17.6 (Condition of Approval 10-51) Sections 2-5452(i) and (j) address pipe insulation requirements which can reduce water used before hot water reaches equipment or fixtures. Title 20, California Administrative Code Sections 1604(f) and 1601(b) are Appliance Efficiency Standards that set the maximum flow rates of all plumbing fixtures and prohibit the sale of non-conforming fixtures. MM 22.1 (Condition of Approval 10-52) Development plans will be provided to Southern California Edison, the Southern California Gas Company and General Telephone Company as they become available in order to facilitate engineering, design and construction of improvements necessary to provide services to the project site.

MM 22.2 (Condition of Approval 10-53) The applicant will comply with guidelines provided by the Southern California Gas Company in regard to easement restriction, construction

| New Significant Impact | More Severe Impacts | New Ability to Substantially Reduce Significant Impact | No Substantial Change from Previous Analysis |
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guidelines, protection of pipeline easement and potential amendments to right-of-way in the areas of any existing Gas Company easements.

MM 22.3 (Condition of Approval 10-54) Building energy conservation will be largely achieved by compliance with Title 24 of the Energy Conservation Code. Title 24, California Administrative Code Section 2-5307(b) is the California Energy Conservation Standard for New Buildings which prohibits the installation of fixtures unless the manufacturer has certified to the CEC compliance with the flow rate standards.

Monitoring: Monitoring shall occur as specified in FEIR No. 329

**49. Energy Conservation**

a) Would the project conflict with any adopted energy conservation plans?

Source: FEIR No. 329, Project application materials.

Findings of Fact:

**No Substantial Change from Previous Analysis:** Impacts to energy resources were evaluated and disclosed as part of FEIR No. 329, which concluded that such impacts would be reduced to less than significant levels with the incorporation of mitigation (refer above to Mitigation Measures MM 17.6 and MM 22.1 through MM 22.3). The currently proposed Project would not result in an increase in the number of dwelling units or building intensity on-site. Therefore, with incorporation of the mitigation measures specified in FEIR No. 329, impacts to energy resources would not occur. Accordingly, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in FEIR No. 329.

Mitigation: No new mitigation measures beyond those identified in FEIR No. 329 are required.

Monitoring: Monitoring shall occur as specified in FEIR No. 329

**MANDATORY FINDINGS OF SIGNIFICANCE**

50. 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, 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?

Source: Staff review, Project Application Materials, FEIR No. 329.

Findings of Fact: Implementation of the proposed Project would not substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife populations to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or 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.

|   | New Significant Impact   | More Severe Impacts      | New Ability to Substantially Reduce Significant Impact | No Substantial Change from Previous Analysis |
|---|--------------------------|--------------------------|--|--|
| 51. Does the project have impacts which 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, other current projects and probable future projects)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                               | <input checked="" type="checkbox"/>          |

Source: Staff review, Project Application Materials, FEIR No. 329

Findings of Fact: Cumulative impacts were evaluated as part of FEIR No. 329 and associated technical studies, which concluded that such impacts would not occur with implementation of the mitigation measures specified in FEIR No. 329. The current Project does not propose an increase in the number of dwelling units or building intensity on-site, indicating that the currently proposed Project's impacts would be consistent with those disclosed in FEIR No. 329, except where otherwise noted by this Initial Study. Accordingly, the proposed Project would not result in new or more severe impacts to the environment that are individually limited, but cumulatively considerable.

Mitigation: No new mitigation measures beyond those identified in FEIR No. 329 are required.

Monitoring: Monitoring shall occur as specified in FEIR No. 329

|   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 52. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Source: Staff review, Project Application Materials

Findings of Fact: The proposed project would not result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly.

## VI. EARLIER ANALYSES

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration as per California Code of Regulations, Section 15063 (c) (3) (D). In this case, a brief discussion should identify the following:

Earlier Analyses Used, if any: Menifee North Specific Plan EIR (FEIR No. 329), November 8, 1994

Location Where Earlier Analyses, if used, are available for review:

Location: County of Riverside Planning Department  
4080 Lemon Street, 12th Floor  
Riverside, CA 92505

## VII. AUTHORITIES CITED

Authorities cited: Public Resources Code Sections 21083 and 21083.05; References: California Government Code Section 65088.4; Public Resources Code Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 21083.05, 21083.3, 21093, 21094, 21095 and 21151; *Sundstrom v. County of*

| New Significant Impact | More Severe Impacts | New Ability to Substantially Reduce Significant Impact | No Substantial Change from Previous Analysis |
|------------------------|---------------------|--|--|
|------------------------|---------------------|--|--|

*Mendocino* (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors* (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

**VII. REFERENCES**

The following documents were referred to as information sources during the preparation of this document.

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Leighton, 2015 *Results of Onsite Percolation Testing*. Leighton and Associates Inc, January 30, 2015.

|                         |   | New<br>Significant<br>Impact | More<br>Severe<br>Impacts | New Ability<br>to<br>Substantially<br>Reduce<br>Significant<br>Impact | No<br>Substantial<br>Change from<br>Previous<br>Analysis |
|-------------------------|---|------------------------------|---------------------------|---|--|
| Mead and Hunt,<br>2014  | <i>March Air Reserve Base/Inland Airport Land Use Compatibility Plan.</i> Mead and Hunt, November 13, 2014. Available online at: <a href="http://www.rcaluc.org/plan_march_ARB.asp">http://www.rcaluc.org/plan_march_ARB.asp</a>  |                              |                           |   |  |
| Mestre Greve,<br>2011a  | <i>Noise Analysis for Tentative Tract 31500.</i> Mestre Greve Associates, June 3, 2011.   |                              |                           |   |  |
| Mestre Greve,<br>2011b  | <i>TT31500 Construction Noise Impacts.</i> Mestre Greve Associates, June 3, 2011.   |                              |                           |   |  |
| Principe, 2011a         | <i>Multiple Species Habitat Conservation Plan Consistency Analysis.</i> Principe and Associates, August 3, 2011.  |                              |                           |   |  |
| Principe, 2011b         | <i>Nesting Season Survey Burrowing Owl.</i> Principe and Associates, August 1, 2011.  |                              |                           |   |  |
| Riv. County, 1998       | <i>Ordinance No. 655.</i> Riverside County, 1988. Available online at: <a href="http://www.clerkoftheboard.co.riverside.ca.us/ords/600/655.htm">http://www.clerkoftheboard.co.riverside.ca.us/ords/600/655.htm</a>  |                              |                           |   |  |
| Riv. County, 2000       | <i>Ordinance No. 484.</i> Riverside County, 2000. Available online at: <a href="http://www.clerkoftheboard.co.riverside.ca.us/ords/400/484.2.pdf">http://www.clerkoftheboard.co.riverside.ca.us/ords/400/484.2.pdf</a>  |                              |                           |   |  |
| Riv. County, 2002       | <i>Ordinance No. 484.</i> Riverside County, 2002. Available online at: <a href="http://rvcweb.org/MASTPortal/Portals/0/Regulations/ordinance787.pdf">http://rvcweb.org/MASTPortal/Portals/0/Regulations/ordinance787.pdf</a>  |                              |                           |   |  |
| Riv. County, 2003a      | <i>Riverside County General Plan.</i> Riverside County, 2003. Available online at: <a href="http://planning.rctma.org/ZoningInformation/GeneralPlan.aspx">http://planning.rctma.org/ZoningInformation/GeneralPlan.aspx</a>  |                              |                           |   |  |
| Riv. County, 2003b      | <i>Harvest Valley/Winchester Area Plan.</i> Riverside County, 2003. Available online at: <a href="http://planning.rctma.org/ZoningInformation/GeneralPlan.aspx">http://planning.rctma.org/ZoningInformation/GeneralPlan.aspx</a>  |                              |                           |   |  |
| Riv. County, 2003c      | <i>Western Riverside County Multiple Species Habitat Conservation Plan.</i> Riverside County Transportation and Land Management Agency, June 2003. Available online at: <a href="http://www.wrc-rca.org/library.asp#id190">http://www.wrc-rca.org/library.asp#id190</a>         |                              |                           |   |  |
| Riv. County, 2007       | <i>Ordinance No. 847.</i> Riverside County, 2007. Available online at: <a href="http://www.clerkoftheboard.co.riverside.ca.us/ords/800/847.pdf">http://www.clerkoftheboard.co.riverside.ca.us/ords/800/847.pdf</a>  |                              |                           |   |  |
| Riv. County, 2009       | <i>Ordinance No. 859.</i> Riverside County, 2009. Available online at: <a href="http://www.rivcocob.org/ords/800/859.pdf">http://www.rivcocob.org/ords/800/859.pdf</a>  |                              |                           |   |  |
| Riv. County, 2011       | <i>Congestion Management Program.</i> Riverside County, December 14, 2011. Available online at: <a href="http://www.rctc.org/uploads/media_items/congestionmanagementprogram.original.pdf">http://www.rctc.org/uploads/media_items/congestionmanagementprogram.original.pdf</a> |                              |                           |   |  |
| Riv. County, n.d.       | <i>Riverside County Land Information System.</i> Riverside County, n.d. Available online at: <a href="http://tlmabld5.agency.tlma.co.riverside.ca.us/website/rcclis/">http://tlmabld5.agency.tlma.co.riverside.ca.us/website/rcclis/</a>  |                              |                           |   |  |
| RK Engineering,<br>2015 | <i>Menifee North Substantial Conformance #1 (Tract 31500) Noise Impact Study Update Letter, County of Riverside.</i> RK Engineering Group, Inc., March 16, 2015.  |                              |                           |   |  |
| RK Engineering,<br>2014 | <i>Air Quality and GHG Impact Study.</i> RK Engineering Group, Inc., January 27, 2014.  |                              |                           |   |  |



| New<br>Significant<br>Impact | More<br>Severe<br>Impacts | New Ability<br>to<br>Substantially<br>Reduce<br>Significant<br>Impact | No<br>Substantial<br>Change from<br>Previous<br>Analysis |
|------------------------------|---------------------------|---|--|
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|                      |  |
|----------------------|--|
| RK Engineering, 2013 | <i>Traffic/ Circulation Review.</i> RK Engineering Group, Inc., October 14, 2013.  |
| SCAQMD, 2013         | <i>Final 2012 Air Quality Management Plan.</i> South Coast Air Quality Management District, February, 2013. Available online at: <a href="http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/final-2012-air-quality-management-plan">http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/final-2012-air-quality-management-plan</a> |
| SCAQMD, 2003         | <i>CEQA Air Quality Handbook.</i> South Coast Air Quality Management District. April 1993, with November 1993 Update. Available online at: <a href="http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook">http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook</a>   |
| U.S.D.A., 1971       | <i>Soil Survey, Western Riverside Area California.</i> United States Department of Agriculture, 1971.  |

File: Menifee North Sub. Con. No. 1 EA (2015-01-28)

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**APPENDIX B**

**MITIGATION, MONITORING AND REPORTING PROGRAM**

MENIFEE NORTH SPECIFIC PLAN No. 260

MITIGATION MONITORING AND REPORTING PROGRAM

| IMPACTS  | MITIGATIONS  | RESPONSIBLE PARTY/MONITORING PARTY   | IMPLEMENTATION STATE  | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
|--|--|--|---|--|
| <p><b>1. SEISMIC SAFETY</b><br/>                     The Casa Lorna branch of the San Jacinto fault zone is considered the most important fault to the project site from a seismic shaking standpoint due to its relatively close proximity. An earthquake with a 7.0 Richter magnitude along this fault could produce a peak ground acceleration of .29g on-site. As some areas of the site are underlain by shallow bedrock and other areas are underlain by deep alluvium, variations in the peak ground accelerations could occur. Some areas that are underlain by shallow bedrock could experience amplification of ground accelerations. Secondary seismic hazards such as liquefaction and subsidence are not anticipated on-site due to the depth of groundwater (over 100 feet) and no evidence for significant static water level declines have been indicated.</p> | <p><b>Mitigation Measure 1.1:</b> The proposed structures and foundations shall be designed to resist seismic lateral loading in accordance with the criteria contained in the Uniform Building Code, Section 2312.</p> <p><b>Mitigation Measure 1.2:</b> The proposed Project shall demonstrate compliance with the Project's geotechnical investigation, dated June 18, 2007, on all plans prior to the issuance of grading and/or building permits.</p> | <p>County of Riverside, Building and Safety Department.</p> <p>County of Riverside, Building and Safety Department.</p>              | <p>Review and approval of monthly inspection reports of grading operations.</p> <p>Building and Grading Permits</p> | <p>Non-Significant.</p>                |
| <p><b>2. SLOPES AND EROSION</b><br/>                     According to the project engineer, the project site will balance, therefore, not requiring import or export. Based on the Conceptual Grading Plan approximately 4,960,000 cubic yards of material will be moved. However, this figure may vary slightly as final grading plans are developed. The Conceptual Grading Plan does not indicate the need for any remedial work; however, an additional geotechnical investigation may be necessary to evaluate the amount</p>   | <p><b>Mitigation Measure 2.1:</b> Positive drainage of the site shall be provided, and water shall not be allowed to pond behind or flow over any cut and fill slopes. Where water is collected in a common area and discharged, protection of the native soils shall be provided by planting erosion resistant vegetation, as the native soils are susceptible to erosion by running water.</p>   | <p>County of Riverside, Building and Safety Department and the Riverside County Flood Control &amp; Water Conservation District.</p> | <p>Review and approval of Final Grading Plans and Drainage Plans.</p>   | <p>Non-Significant.</p>                |

# MENIFEE NORTH SPECIFIC PLAN NO. 260

| IMPACTS   | MITIGATIONS   | RESPONSIBLE PARTY/MONITORING PARTY   | IMPLEMENTATION STATE  | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
|---|---|--|---|--|
| <p>of possible remedial earthwork required as well as establish more accurate percentages of shrinkage.</p> <p>Approximately 91% of the site has slopes less than 8%, therefore, slope stability and landsliding are not considered significant hazards. Based on the nature of on-site soils, cut and fill slopes should be stable at a 2:1 ratio. The only area of significant topographic relief is associated with the west margin of Double Butte within the southwest portion of the site. This area is designated as Open Space, which will be preserved in its natural state. However, Planning Areas 35, 37, 39 and 40, which are immediately adjacent to the Double Butte margin will require an additional slope stability investigation.</p> <p>Erosion of slopes may be controlled by planting vegetation and constructing properly designed drainage systems.</p> | <p><b>Mitigation Measure 2.2:</b> Maximum indication of all cut and fill slopes shall be 2 horizontal to 1 vertical.</p> <p><b>Mitigation Measure 2.3:</b> A more detailed slope stability investigation shall be performed for Planning Areas 35, 37, 39 and 40 relative to development adjacent to steep hillsides (Double Butte margin) area within the southeast portion of the site prior to issuance of grading permits for these Planning Areas.</p> <p><b>Mitigation Measure 2.4:</b> Final determination of the foundation characteristics of soils within on-site development areas shall be performed by a geotechnical engineer.</p> <p><b>Mitigation Measure 2.5:</b> Prior to issuance of grading permits, a seismic refraction survey shall be conducted to evaluate the rippability characteristics of the bedrock onsite indicating the approximate rippability of the bedrock materials at various depths for grading purposes.</p> | <p>County of Riverside, Planning Department.</p> <p>County of Riverside, Building and Safety Department.</p> <p>County of Riverside, Building and Safety Department.</p> <p>County of Riverside, Building and Safety Department.</p> | <p>Review and approval of Conceptual Grading Plans.</p> <p>Review and approval of detailed soil and geotechnical reports.</p> <p>Review and approval of detailed soil and geotechnical reports.</p> <p>Review and approval of detailed soil and geotechnical reports.</p> | <p>Non-Significant.</p>                |
| <p><b>3. WIND EROSION AND BLOWSAND</b></p> <p>Although the project site lies outside the Wind/Erosion and Blowsand areas designated by the County of Riverside, construction activities (primarily site preparation and grading) will generate fugitive dust. An average of 11.07 tons per day of particulate emissions is estimated to occur for the three proposed phases of grading.</p>   | <p><b>Mitigation Measure 3.1:</b> The quality of particulate matter and other pollutants emitted during the grading and construction phase of the proposed project may be reduced through watering graded surfaces and planting ground cover as dust palliatives, in accordance with SCAQMD Rule 403.</p>   | <p>County of Riverside, Building and Safety Department.</p>  | <p>Review and approval of monthly inspection reports of grading operations.</p>   | <p>Non-Significant.</p>                |
| <p><b>4. FLOODING</b></p> <p>Development of the Meniffee North Specific Plan will result in increased runoff due to the creation of impervious surfaces. It</p>   | <p><b>Mitigation Measure 4.1:</b> All improvements shall be constructed in accordance with the standards of the Riverside County Flood Control</p>  | <p>County of Riverside, Building and Safety Department and the Riverside County Flood Control &amp; Water Conservation District.</p>   | <p>Review and approval of Final Grading Plans and Drainage Plans.</p>   | <p>Non-Significant.</p>                |

# MENIFEE NORTH SPECIFIC PLAN No. 260

| IMPACTS   | MITIGATIONS  | RESPONSIBLE PARTY/MONITORING PARTY  | IMPLEMENTATION STATE  | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
|---|--|---|---|--|
| <p>is estimated that for the developed condition, 100-year storm flows will increase by 15 - 20%, increasing downstream flows in the San Jacinto River.</p> <p>The proposed Master Drainage Plan for Menifee North, which has been designed to accommodate on-site and tributary flows, provides protection from 100-year storm flows. This Drainage Plan proposes alternative alignments to those currently shown on the Romoland and Homeland Master Drainage Plans.</p>              | <p>District.</p> <p><b>Mitigation Measure 4.2:</b> The proposed Master Drainage Plan incorporates improvements designed to reduce the impacts of increased surface runoff and provide 100-year flood protection to the project.</p> <p><b>Mitigation Measure 4.3:</b> That portion of the site which lies within the boundaries of the Homeland and Romoland Area Drainage Plan will be subject to a per acre assessment fee, thereby contributing to regional drainage mitigation programs in the area.</p> | <p>County of Riverside, Building and Safety Department and the Riverside County Flood Control &amp; Water Conservation District.</p> <p>Riverside County Flood Control &amp; Water Conservation District.</p> | <p>Review and approval of Final Grading Plans and Drainage Plans.</p> <p>Payment of Drainage Fees.</p>                                |  |
| <p>The project proposes the construction of Master Drainage Plan improvements. Due to increased runoff, on-site retention basins are to be constructed.</p> <p>Concentration and diversion of flows could impact downstream land owners. If downstream facilities are not in place, any kind of diversion should be reviewed and approved by affected land owners and the County Flood Control and Water Conservation District.</p>   | <p><b>Mitigation Measure 4.4</b> In order to mitigate potential downstream impacts resulting from increased project flows, the use of detention basins will be required until up-stream Master Planned facilities, including Maps Detention Basin are constructed.</p>   | <p>County of Riverside, Building and Safety Department and the Riverside County Flood Control &amp; Water Conservation District.</p>  | <p>Review and approval of Final Grading Plans and Drainage Plans.</p>   |  |
| <p><b>5. NOISE</b></p> <p>Construction noise represents a short-term impact on ambient noise levels. Noise generated by construction equipment, including trucks, graders, bulldozers, concrete mixers and portable generators can reach high levels. Grading activities typically represent the highest potential for noise impacts, however, most of the grading should occur away from existing residential land uses. However, in some areas grading will be occurring adjacent</p> | <p><b>Mitigation Measure 5.1:</b> Construction adjacent to existing residential development shall be limited to the hours of 7 a.m. to 7 p.m., Monday through Friday. Construction should not be allowed on weekends or federal holidays.</p> <p><b>Mitigation Measure 5.2:</b> Residential, commercial and Business Park uses along Menifee Road, Briggs Road, and Route 74/Emperor Road or McLaughlin Road/Norma Jean Road may experience noise levels over 65 CNEL.</p>                                   | <p>Riverside County, Building and Safety Department.</p> <p>Riverside County, Health Department.</p>  | <p>Review and approval of monthly inspection reports of grading operations.</p> <p>Review and approval of final acoustic reports.</p> | <p>Significant.</p>                    |

# MENIFEE NORTH SPECIFIC PLAN NO. 260

| IMPACTS   | MITIGATIONS   | RESPONSIBLE PARTY/MONITORING PARTY | IMPLEMENTATION STATE | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
|---|---|------------------------------------|----------------------|--|
| <p>to newly developed areas. For these situations, the most effective method of controlling construction noise is through local control of construction hours.</p> <p>The proposed development of the Menifee North Specific Plan will generate traffic, and as a result will alter projected noise levels in the surrounding areas.</p> <p>The roadway links that will experience noise increases greater than 3dBA and will have absolute noise exposure of 65 CNEL are Antelope Road, Mapes Road and Route 74. This increase of noise due to the cumulative development of the project with related development will significantly impact an existing mobile home park and other residences north of Highway 74 east of Palomar Road to 1-215.</p> <p>The school sites which are proposed within Planning Areas 21, 39 and 42 could be exposed to noise levels exceeding 65 CNEL. According to the California Land Use/Noise Compatibility Guidelines, school uses within the 65 CNEL zone are "conditionally acceptable" and "new construction of development should be undertaken only after a detailed analysis of the noise reduction requirement is made".</p> <p>The area along the AT &amp; S.F. railroad tracks will be exposed to noise levels less than 65 CNEL. The nearest outdoor residential areas (Planning Area 40) along the tracks are potentially located</p> | <p>without some form of mitigation. In order to ensure that noise levels on-site achieve Riverside County's interior and exterior noise thresholds, five-to six-foot tall noise barriers shall be constructed between proposed residential uses on-site and abutting segments of Emperor Road and McLaughlin Road/Norma Jean Road, as follows:</p> <ul style="list-style-type: none"> <li>• Lots 15 through 28: 5.0 ft</li> <li>• Lots 60 through 69: 6.0 ft</li> <li>• Lots 137 through 156: 6.0 ft</li> <li>• Lots 176 through 182: 6.0 ft</li> <li>• Lots 183 through 191: 5.0 ft</li> </ul> <p>The required noise barriers may consist of a wall, a berm, or a combination of the two. The noise barriers shall have a surface density of at least 3.5 pounds per square foot, and shall have no openings or gaps. The wall may be constructed of masonry block, stucco veneer over wood framing (or foam core), one-inch thick tongue and groove wood of sufficient weight per square foot, or glass (1/4 inch thick), or other transparent material with sufficient weight per square foot.</p> <p>Mitigation measures are needed to reduce on-site levels in outdoor and indoor residential areas exposed to exterior ambient noise levels greater than 65 CNEL. Therefore, a more detailed noise analysis will be warranted when development plans are developed for areas along these roadways. As stated in Section III-A-1b, Comprehensive Land Use Plan Development Standards (No. 22): "Prior to the issuance of final grading plans for individual planning areas, a detailed noise analysis shall be prepared to determine the height and location of noise barriers needed to achieve acceptable noise levels. This</p> |                                    |                      |  |

# MENIFEE NORTH SPECIFIC PLAN NO. 260

| IMPACTS  | MITIGATIONS  | RESPONSIBLE PARTY/MONITORING PARTY  | IMPLEMENTATION STATE  | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
|--|--|---|---|--|
| <p>50 feet from the centerline of the tracks and will be exposed to a maximum unmitigated noise level of 62.9 CNEL. As this noise level is less than 65 CNEL, the noise exposure due to the railroad on the site is insignificant.</p> <p>Proposed residential uses within portions of Planning Areas 4, 5, 6 and 9 are within the 65 CNEL zone for March AFB and would be adversely impacted. Mitigation measures are not available to mitigate the resulting impacts, resulting in a "significant" project impact. Development of the land inside the 65 CNEL zone with less noise sensitive land uses, such as office, commercial, industrial use would result in no significant impacts. (See Section V.H.3, Alternatives to the Proposed Project, for a discussion of alternate land uses within noise impacted areas.)</p> | <p>condition shall apply to all planning areas in the Menifee North Specific Plan adjacent to Menifee Road, Briggs Road and Route 74. This includes Planning Areas 2, 1, the proposed elementary schools adjacent to Briggs Road. Mitigation measures for the school can include construction of a sound wall and sound insulation for the buildings. Another option would be to relocate the school site to an area where the noise level is 60 CNEL or less.</p> <p><b>Mitigation Measure 5.3:</b> Prior to the issuance of building permits for Lots 15-28, 60-69, 137-156, or 176-191 of TR31500, an interior noise analysis shall be prepared demonstrating compliance with the County's interior noise standard of 45 Ldn. The interior noise analysis shall evaluate proposed building materials to determine whether special architectural design measures are necessary to achieve the required interior noise level reductions. Special architectural measures may include, but are not limited to, glazing (e.g., dual-paned windows), insulation, roof material, caulking standards, or other measures as recommended by the acoustical engineer. All requirements of the future interior noise analysis shall be reflected on the building plans.</p> <p><b>Mitigation Measure 5.4:</b> Prior to the issuance of building permits, the County Building and Safety Department shall review proposed architecture plans to ensure that Lots 15-28, 60-69, 137-156, and 176-191 of TR31500 are provided with enhanced interior noise protection. The enhanced interior noise protection shall include the following for Lots 15-28, 60-69, 137-156, and 176-191:</p> | <p>Project Applicant/Riverside County Building and Safety Department.</p> | <p>Prior to the issuance of building permits for Lots 15-28, 60-69, 137-156, or 176-191 of TR31500.</p> |  |
|  |  | <p>Project Applicant/Riverside County Building and Safety Department.</p> | <p>Prior to the issuance of building permits.</p>   |  |

MENIFEE NORTH SPECIFIC PLAN NO. 260

| IMPACTS | MITIGATIONS  | RESPONSIBLE PARTY/MONITORING PARTY  | IMPLEMENTATION STATE  | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
|---------|--|---|---|--|
|         | <ul style="list-style-type: none"> <li>• Mechanical ventilation system (i.e., air conditioning units).</li> <li>• Upgraded windows and sliding glass doors with a minimum STC rating of 25 for all first floor windows and sliding glass doors facing Emperor Road or Norma Jean Road.</li> <li>• Upgraded windows and sliding glass doors with a minimum STC rating of 26 and 28 for all second floor windows and sliding glass doors facing Emperor Road or Norma Jean Road, respectively.</li> <li>• Where attic vents directly face Road, Jean Road or Emperor Road, acoustical baffles shall be required.</li> <li>• All exterior windows, doors, and sliding glass doors shall have a positive seal and leaks/cracks shall be kept to a minimum.</li> </ul> <p><b>Mitigation Measure 5.5:</b> For the proposed school sites, the acoustical consultant recommends a noise level not to exceed 60 CNEL for outdoor areas. However, it should be noted that public schools are not subject to County standards and are only subject to state standards if located adjacent to a freeway.</p> <p><b>Mitigation Measure 5.6:</b> In order to mitigate impacts to off-site residential areas that will be exposed to noise levels greater than 65 CNEL as a result of project traffic generation, the traffic engineer recommends provision of off-site mitigation in the form of barriers, structural upgrades, etc. This option would require the developer to work with the other developers and homeowners in the area to determine final wall heights, building upgrades, etc. needed for mitigation. The project developer will participate in any off-</p> | <p>Riverside County, Health Department.</p> <p>Riverside County, Health Department.</p> | <p>Review and approval of final acoustic reports.</p> <p>Review and approval of final acoustic reports.</p> |  |



**MENIFEE NORTH SPECIFIC PLAN No. 260**

| IMPACTS | MITIGATIONS  | RESPONSIBLE PARTY/MONITORING PARTY   | IMPLEMENTATION STATE  | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
|---------|--|--|---|--|
|         | <p>site noise mitigation program in place at the time of project approval.</p> <p><b>Mitigation Measure 5.7:</b> Prior to building permit final inspection for Lots 15-28, 60-69, 137-156, or 176-191 of TR31500, an interior noise analysis shall be prepared demonstrating compliance with the County's interior noise standard of 45 Ldn. The interior noise analysis shall evaluate proposed building materials to determine whether special architectural design measures are necessary to achieve the required interior noise level reductions. Special architectural measures may include, but are not limited to, glazing (e.g., dual-paned windows), insulation, roof material, caulking standards, or other measures as recommended by the acoustical engineer. All requirements of the future interior noise analysis shall be reflected on the building plans.</p> <p><b>Mitigation Measure 5.8:</b> In conjunction with development of the blasting plan required as a component of a blasting permit application from the Riverside County Sheriff's Department, a noise and vibration minimization plan shall be prepared. The plan shall include provisions for the control of potential noise and vibration impacts associated with blasting activities. Such provisions shall be based on the <u>Blasting Guidance Manual</u> issued in March 1987 by the U.S. Department of the Interior, Office of Surface Mining, Reclamation, and Enforcement</p> <p><b>Mitigation Measure 5.9</b> During rock crushing activities and as required pursuant to Ordinance No. 847, the rock crusher shall be sited in the location depicted on Figure 10 of</p> | <p>Riverside County Building and Safety Department</p> <p>Riverside County Sheriff's Department</p> <p>Riverside County Building and Safety Department</p> | <p>Prior to issuance of building permits for the specified lots</p> <p>Prior to issuance of blasting permits</p> <p>During rock crushing activities</p> |  |

# MENIFEE NORTH SPECIFIC PLAN NO. 260

| IMPACTS                                    | MITIGATIONS   | RESPONSIBLE PARTY/MONITORING PARTY  | IMPLEMENTATION STATE   | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
|--|---|---|--|--|
| <p>Environmental Assessment No. 39357.</p> |   |   |  |  |
| <p><b>6. CLIMATE AND AIR QUALITY</b></p>   | <p>An average of 11.07 tons per day of particulate emissions can be anticipated to be released for the three proposed plans of grading (Phase I 11 - 24 tons/day; Phase II - 11.25 tons/day; Phase III - 10.72 tons/day). This is a small amount compared to the 146 tons per day of particulates currently released in Riverside County. Additionally, this material is inert silicates, rather than the complex organic particulates released from combustion sources which are more harmful to health. Dust generated by such activities usually becomes more of a local nuisance than a serious health problem.</p> <p>Heavy-duty equipment emissions are difficult to quantify because of day to day variability in construction activities and equipment used. A diesel powered scraper is the most common equipment used for grading operations. For this type of project 2 pieces of heavy equipment may be expected to operate at one time. If all of the equipment operated for 8 hours per day the following emissions would result: 5.4 pounds per day of carbon monoxide, 23 pounds per day of nitrogen oxides, 235 pounds per day of hydrocarbons, 1.7 pounds per day of sulfur oxides, and approximately 1.5 pounds per day of particulates.</p> <p>The greatest project-related air quality impact results from the 132,000 daily vehicle trips the project will generate at build-out.</p> | <p>Riverside County, Building and Safety Department</p> <p>Riverside County Building and Safety Department</p> <p>Riverside County Building and Safety Department</p> <p>Riverside County Building and Safety Department</p> <p>Riverside County, Building and Safety Department</p> <p>Riverside County, Building and Safety Department</p> <p>Project Applicant/ Building and Safety Department</p> | <p>Review and approval of monthly inspection reports of grading operations.</p> <p>Review and approval of Final Subdivision Maps.</p> <p>Review and approval of Final Subdivision Maps.</p> <p>Review and approval of Final Subdivision Maps.</p> <p>Review and approval of monthly inspection reports of grading operations.</p> <p>Prior to issuance of building permits</p> <p>Review and approval of Final Subdivision Maps.</p> | <p>Significant.</p>                    |

# MENIFEE NORTH SPECIFIC PLAN NO. 260

| IMPACTS  | MITIGATIONS   | RESPONSIBLE PARTY/MONITORING PARTY   | IMPLEMENTATION STATE  | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
|--|---|--|---|--|
| <p>The projects vehicular emissions are 11,688 lbs/day of CO; 3,081 lbs/day of NOX; 782 lbs/ day of Particulates; and 959 lbs/day of Reactive Organic Gases.</p> <p>The pollutants associated with total annual electrical usage for the project is 17,378 lbs/year of CO; 99,922 lbs/yr. of NOX; 10,426 lbs/yr. of SOX; 3,476 lbs/yr. of Particulates; and 868 lbs/yr. of Reactive Organic Hydrocarbons.</p> <p>The pollutants associated with total monthly natural gas usage for the project is estimated to be 688 lbs/mo. of CO; 40 lbs/mo. of NOX; 5 lbs/mo. of Particulates; and 183 lbs/mo. of Reactive Organic Hydrocarbons.</p> <p>Air quality impacts associated with development of Menifee North are considered significant adverse impacts in the generation of carbon monoxide, nitrogen oxide, particulates and reactive organic gases which will require a Statement of Overriding Consideration.</p> | <p>network design shall be implemented that promotes non-vehicular modes of transportation.</p> <p><b>Mitigation Measure 6.8.</b> Prior to building permit issuance, the Project Applicant shall submit a Title 24 Compliance Report to the Riverside County Planning Department indicating that the Project shall exceed year 2010 Title 24 energy requirement by 20%.</p> <p><b>Mitigation Measure 6.9.</b> Prior to building permit issuance, the Project Applicant provide documentation to the Riverside County Planning Department that the Project shall implement a water conservation strategy that will obtain a 20% reduction for indoor/outdoor water use as compared to year 2010 Title 24 requirements.</p> | <p>Project Applicant/ Building and Safety Department.</p> <p>Project Applicant/ Building and Safety Department.</p>  | <p>Prior to issuance of building permits.</p> <p>Prior to issuance of building permits.</p>   |  |
| <p><b>7. WATER QUALITY</b></p> <p>Implementation of the Menifee North Specific Plan could result in short-term erosion and sedimentation impacts during project grading. Project grading will result in the creation of temporarily exposed ground surfaces, thereby creating the potential for erosion and sedimentation of local drainage courses.</p> <p>Project development will also alter the composition of surface</p>   | <p><b>Mitigation Measure 7.1.</b> In accordance with the requirements of the Riverside County Flood Control District, the project will employ erosion control devices during grading, such as temporary berms, culverts, sandbagging or desilting basins. In addition, a Grading Plan will be prepared which includes techniques employed to prevent erosion and sedimentation during and after the grading process.</p> <p><b>Mitigation Measure 7.2.</b> The project</p>  | <p>Riverside County, Building and Safety Department and the Riverside County Flood Control &amp; Water Conservation District.</p> <p>Riverside County, Building and Safety Department and the Riverside County Flood Control &amp; Water Conservation District.</p> <p>Riverside County, Building and Safety Department and the Riverside County Flood Control and the Riverside</p> | <p>Review and approval of monthly inspection reports of grading operations.</p> <p>Review and approval of monthly inspection reports of grading operations.</p> <p>Review and approval of monthly inspection reports of grading operations.</p> | <p>Non-Significant.</p>                |

**MENIFEE NORTH SPECIFIC PLAN NO. 260**

| IMPACTS  | MITIGATIONS  | RESPONSIBLE PARTY/MONITORING PARTY  | IMPLEMENTATION STATE  | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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| <p>runoff by grading the site surfaces, by construction of impervious streets, roofs and parking facilities, and by irrigation of landscaped areas. Runoff entering the storm drain system will contain minor amounts of pollutants typical of urban use, including pesticides, fertilizers, oil and rubber residues, detergents, hydrocarbon particles and other debris. Urban runoff is considered a "nonpoint" source. Unlike "point" source wastes, nonpoint sources cannot be quantified through flow measurement, sampling and analysis techniques. This runoff, typical of urban use, will contribute to the incremental degradation of water quality downstream.</p> <p>The entire project site ultimately discharges into Lake Elsinore; therefore water quality impacts from this and other proposed development in the area could have a cumulative impact on water quality in Lake Elsinore.</p> <p>In addition, the project will generate a demand for treatment of sewage, which will require treatment and ultimate disposal by the Eastern Municipal Water District (EMWD). Management of the project area's wastewater will be accomplished by EMWD, in accordance with the California State Water Quality Control Board, Santa Ana Region. The proposed Specific Plan will comply with the Basin Plan adopted by the Board. As such, project impacts related to water quality are not anticipated to be significant.</p> | <p>will comply with the requirements of the California State Water Control Board, Santa Ana Region.</p> <p><b>Mitigation Measure 7.3:</b> The project will comply with any ordinances or regulations relative to water quality in the San Jacinto Drainage area that are in place at the time of Specific Plan or subsequent tentative map approvals.</p> <p><b>Mitigation Measure 7.4:</b> Pursuant to requirements of the State Water Resources Control Board, a state-wide general National Pollution Discharge Elimination System (NPDES) construction permit will apply to all construction activities. Construction activity includes: cleaning, grading, or excavation that results in the disturbance of at least five acres of total land area, or activity which is part of a larger common plan of development of five acres or greater. Therefore, as a mitigation for this Specific Plan, the developer or builder shall obtain the appropriate NPDES construction permit prior to commencing grading activities. All development within the specific plan boundaries shall be subject to future requirements adopted by the County to implement the NPDES program.</p> <p><b>Mitigation Measure 7.5:</b> Prior to issuance of building permits, the Riverside County Building and Safety Department shall verify that all measures required by the Project's Water Quality Management Plan (WQMP) and hydrology study have been incorporated into the Project's plans. Prior to building permit final inspection, the Riverside County Building Department shall verify that all measures required by the WQMP</p> | <p>County Flood Control &amp; Water Conservation District</p> <p>Riverside County, Building and Safety Department</p> <p>Riverside County, Building and Safety Department</p> | <p>Securing State NPDES Permit.</p> <p>Prior to issuance of building permits</p> <p>Prior to issuance of building permits</p> |  |

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| IMPACTS  | MITIGATIONS   | RESPONSIBLE PARTY/MONITORING PARTY                       | IMPLEMENTATION STATE   | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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| <p><b>8. TOXIC SUBSTANCES</b></p> <p>In addition to residential, recreational and open space uses, the Menifee North Specific Plan proposes 168.6 acres of Business Park, 142.7 acres of Commercial and 88.9 acres of combined Commercial/ Business Park use.</p> <p>Although it is not anticipated that the Menifee North project uses will generate any toxic waste, the significance of the potential project impact depends partly on whether an additional Class I landfill site is established as planned in Southern California within the next several years. The timing of a new Class I site would affect whether adequate landfill capacity will exist to meet the needs of the project. The location of a site would affect the amount of hazardous substances transported through the County.</p> | <p>and hydrology study have been constructed and are operational.</p> <p><b>Mitigation Measure 7.6.</b> As development occurs within the floodplain, the alteration of the floodplain must also be determined under developed conditions, and a Conditional Letter of Map Revision (CLOMR) shall be issued by the Federal Emergency Management Agency (FEMA) prior to building permit issuance.</p>   | <p>Riverside County, Building and Safety Department.</p> | <p>Prior to building permit issuance for each phase of the development</p> |  |
| <p><b>9. OPEN SPACE/CONSERVATION</b></p> <p>Approval of the proposed Menifee North Specific Plan will result in the development of the land uses proposed by the Specific Plan.</p> <p>Development of the Menifee North Specific Plan will preclude</p>  | <p><b>Mitigation Measure 8.1.</b> If Industrial Commercial or Business Park land uses occur on-site, submittal of a Plot Plan will be required. Plot Plan applications contain the following information, however, it is not anticipated that future tenants will generate toxic substances on-site.</p> <ul style="list-style-type: none"> <li>a. A description of the proposed industrial operation in sufficient detail to fully describe the nature and extent of the proposed use.</li> <li>b. Plans or reports describing proposed methods for handling traffic, noise, glare, odor, vibration, hazardous gasses, liquids and other materials.</li> <li>c. Plans or reports showing proposed method for treatment and disposal of sewage and industrial and toxic waste materials.</li> </ul> | <p>Riverside County Health Department.</p>               | <p>Review and approval of Final Subdivision Maps.</p>                      | <p>Non-Significant.</p>                |
| <p>Development of the Menifee North Specific Plan will preclude</p>  | <p>The project proposes to retain 112.0 113.4 acres of natural and recreational open space, thereby reducing but not eliminating impacts to the open space inventory in the area. The Menifee North Specific Plan includes detailed landscaping design standards intended to mitigate the impact of the proposed</p>  | <p>County of Riverside, Planning Department.</p>         | <p>Specific Plan Approval.</p>   | <p>Non-Significant.</p>                |

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| IMPACTS   | MITIGATIONS                                   | RESPONSIBLE PARTY/MONITORING PARTY | IMPLEMENTATION STATE | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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| <p>future use of the site for agricultural use. With the portion of 142-0-102.8 acres of natural open space proposed within the southeastern portion of the site and the 21-0 10.1 acres of parks proposed, project development will eliminate natural open space and the rural atmosphere on-site.</p> <p>The project proposes Comprehensive General Plan Amendment No. 224 to the Open Space and Conservation Map to accommodate Specific Plan 260. Change of Zone No. 5555 is also required from the existing zoning to "Specific Plan". Approval of the Menifee North Specific Plan would result in "Specific Plan". Zoning and general plan designations on the entire 1,654.2 acre parcel, including the "Existing Uses" and the areas which are under the control of others. Some planning areas support "Existing Uses" which are not compatible with the proposed Specific Plan zoning. Also, in some areas the Specific Plan proposes no buffers or land use transition areas between existing and proposed uses, resulting in potential land use conflicts.</p> <p>The project site is within the boundaries of the Highway 74/79 Corridor Community Plan being prepared by the County; however, preparation of this Plan has recently been put on "hold" by the County.</p> <p>Most of the site is bounded by existing agriculture use which could potentially result in land</p> | <p>project on existing offsite land uses.</p> |                                    |                      |  |

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| IMPACTS   | MITIGATIONS   | RESPONSIBLE PARTY/MONITORING PARTY               | IMPLEMENTATION STATE                                  | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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| <p>use conflicts between the existing uses including the existing poultry farm located to the south of Planning Area 40.</p> <p>It should be noted, however, that the area to the south and west of the project site is proposed for development as the 1,291 acre Menifee Ranch Specific Plan 259.</p>   |   |  |   |  |
| <p><b>10. AGRICULTURE</b></p> <p>Development of the Menifee North Specific Plan will remove approximately 1,050 acres currently utilized for agricultural production of potatoes, onion, oat, alfalfa, barley and grain. This will contribute incrementally to the decline of such uses in urbanizing Riverside County.</p> <p>Project development will result in development on "Prime" soils, as shown on the County's General Plan Map of Agricultural Resources. Loss of Prime soils is considered a significant impact. Also, 480 acres of the site are designated "Agriculture" on the Open Space and Conservation Map of the General Plan. General Plan Amendment is proposed to accommodate Specific Plan 260.</p> <p>Development of the project with urban uses could potentially hasten the conversion of other agricultural areas to urban uses by creating economic pressures and increasing land value for development. However, the surrounding area to the south and west is proposed for development with urban uses (Menifee Ranch Specific Plan 259).</p> <p>Potential land use conflicts could</p> | <p>No mitigations are proposed for the loss of "Prime" agricultural soils. Existing agricultural uses within 300' of the project site will be protected by the Riverside County Right-to-Farm Ordinance (Ordinance No. 625). The ordinance is intended to provide a means of giving notice to prospective buyers of homes in newly built subdivisions and recently subdivided parcels that they are moving into an agricultural area.</p> | <p>County of Riverside, Planning Department.</p> | <p>Review and approval of Final Subdivision Maps.</p> | <p>Significant.</p>                    |

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| <p>result between the residential uses proposed in Planning Area 40 and the chicken farm and other agricultural uses existing to the south. Odors, noise, flies, etc. accompanying agricultural uses (particularly the poultry farms) could result in complaints from future project residents. In order to protect existing agricultural operations, the County adopted the Riverside County Right-to-Farm Ordinance No. 625. The ordinance is intended to provide for a means of giving notice to prospective buyers of new homes in newly built subdivisions and recently subdivided parcels that they are moving into an agricultural area and that a farm that has been in operation legally for at least 3 years shall not be or become a nuisance because residential uses have entered the area and are offended by the odors, dust, etc. that come with agriculture. The ordinance applies to any tract map or parcel map having any lots agriculturally zoned (A-1, A-2, A-P, and A-D zones) or lying within 300 feet of any other land with agricultural zoning. The Title Company, in preparing developer's application for State Department of Real Estate (DRE) report on the subdivision, includes the "right-to-farm" statement. Developers must show the subdivision report to prospective home and/or lot buyers, obtain their signature that they've read it, and keep the signature on file for three years.</p> |             |                                    |  |   |
| <p><b>11. WILDLIFE/VEGETATION</b><br/>                     One native biotic community, coastal sage scrub, is found on the</p>  |             |                                    |  |   |
| <p><b>Mitigation Measure 11.1</b> Providing that the open space area in Planning</p>   |             |                                    | <p>County of Riverside, Planning Department.</p> | <p>Issuance of grading permits.<br/>                     Non-significant.</p> |



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| <p>hillsides of Double Butte in the southeastern portion of the site. Most of the coastal sage scrub found on-site is located in Planning Area 36. No California gnatcatchers were found to occupy these areas during surveys performed in 1994. Additionally, one naturalized biotic community is represented within the study area in this same general area that being introduced grassland. There is also one community type present which is the result of the past disturbances by man. This is cultivated/ agriculture.</p> <p>Construction activities will result in the removal of physical habitats through cut, fill and other grading activities necessary for roads, building pads, utilities, fuel modification and flood control. The first order impacts of habitat loss will be the direct loss of vegetation and the destruction of less mobile wildlife forms.</p> <p>In and of itself, the significance of vegetation loss will depend on the diversity and availability of plant communities and associations affected. From the standpoint of biological diversity, the loss of native communities will have an inherently greater significance than the loss of nonnative or highly disturbed communities, such as introduced grassland. The same will generally be true for the loss of less mobile wildlife forms since they are highly habitat dependent and their abundance and diversity are directly related to those of their habitats.</p> | <p>Area 36 is to be used for passive recreational and/or aesthetic purposes. Coastal Sage Scrub habitat found there will be protected. No other resource areas on-site warrant mitigative efforts due to lack of significant resource values.</p> <p><b>Mitigation Measure 11.2:</b> The project will be required to participate in the County's Interim Mitigation Plan, requiring payment of \$1,950 per acre of land developed within SKR fee assessment areas.</p> <p><b>Mitigation Measure 11.3:</b> Prior to the issuance of a grading permit, a biologist who holds an MOU with the County of Riverside shall submit documentation that the appropriate mitigation credits have been purchased in accordance with the mitigation measures described in Section 5.0 of the document entitled, "Determination of Biologically Equivalent or Superior Preservation (DBESP) Analysis," prepared by Glenn Lukos Associates and dated October 17, 2014. The mitigation requires the Project Applicant to obtain mitigation credits reflecting a 3:1 ratio for Project-related impacts (i.e., 2.31 acres of riparian habitat, including creation/restoration at a 1:1 replacement ratio (0.77 acre) and enhancement at an additional 2:1 replacement ratio (1.54 acres)) have been purchased at an approved conservation bank. The required compensatory mitigation must be approved by the California Department of Fish and Game (CDFG) and the Santa Ana Regional Water Quality Control Board (RWQCB) prior to the purchase of any mitigation credits.</p> <p><b>Mitigation Measure 11.4:</b> Pursuant to Objective 6 and Objective 7 of the</p> | <p>County of Riverside, Building and Safety Departments.</p> <p>Project Applicant/ Riverside County Environmental Programs Department</p> | <p>Payment of Mitigation Fees.</p> <p>Prior to issuance of a grading permit</p> |  |

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| <p>The impacts of vegetation loss through direct removal will, in turn, have potentially significant adverse effects on wildlife. As vegetation is removed or otherwise destroyed the associated wildlife will either be destroyed or will be displaced to adjacent habitat areas where they will crowd and disrupt local populations. Although increased competition and predation will act rapidly to return population numbers to habitat carrying capacity levels, either displaced or local wildlife will be lost.</p> <p>Casual factors generated during human activities resulting from the construction and inhabitation of urban land uses may be collectively termed "harassment". Harassment is defined as those activities of man and his associated domestic animals which increase the physiological costs of survival or decrease the probability of successful reproduction in wildlife populations. The most common forms are excessive construction related noise, background noise, light glare and the introduction of feral cats, dogs, and children which are unnatural predators and competitors for wildlife. Significant adverse impacts are not expected from harassment.</p> | <p>Species Account for the Burrowing Owl included in the Western Riverside County Multiple Species Habitat Conservation Plan, within 30 days prior to the issuance of a grading permit, a pre-construction presence/absence survey for the burrowing owl shall be conducted by a qualified biologist and the results of this presence/absence survey shall be provided in writing to the Environmental Programs Department. If it is determined that the project site is occupied by the Burrowing Owl, take of "active" nests shall be avoided pursuant to the MSHCP and the Migratory Bird Treaty Act. However, when the Burrowing Owl is present, relocation outside of the nesting season (March 1 through August 31) by a qualified biologist shall be required. The County Biologist shall be consulted to determine appropriate type of relocation (active or passive) and translocation sites. Occupation of this species on the project site may result in the need to revise grading plans so that take of "active" nests is avoided or alternatively, a grading permit may be issued once the species has been actively relocated. If the grading permit is not obtained within 30 days of the survey, a new survey shall be required.</p> | <p>Department</p>                  |                      |  |
| <p><b>12. MINERAL RESOURCES</b><br/>                     The Menifee Ranch Specific Plan does not propose any future land uses which impact mineral resources in Riverside County. The Mineral Resources Element of the Comprehensive General Plan does not include the presence of resources on the</p>  | <p>As no project impacts are expected, no mitigation measures are proposed.</p>   | <p>N/A</p>                         | <p>N/A</p>           | <p>Non-Significant</p>                 |

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| <p>proposed project site.</p> <p><b>13. ENERGY RESOURCES</b></p> <p>The Menifee North Specific Plan will increase consumption of energy for motor vehicle movement, space and water heating, lighting, cooking, refrigeration and air conditioning, operation and construction equipment, use of miscellaneous home appliances, and energy required to produce the construction materials and all other material aspects of the project.</p> <p>On-site natural gas demand for the proposed project is estimated at 35,517,427 cubic feet (c.f.) per month. On-site electrical consumption is estimated at 91,820,620 kilowatts (kwh) per year.</p>  | <p><b>Mitigation Measure 13.1:</b> Passive solar heating techniques will be encouraged whenever possible within the project. Passive systems involve orienting buildings properly, planting trees to take advantage of the sun, seeing that roof overhangs are adequate, making sure that walls are properly insulated, and installing simple heat storage systems.</p> <p><b>Mitigation Measure 13.2:</b> Building energy conservation shall largely be achieved by compliance with Title 20 and 24 of the California Administrative Code.</p> | <p>County of Riverside, Building and Safety Department.</p> <p>County of Riverside, Building and Safety Department.</p> | <p>Review and approval of Building Plans.</p> <p>Review and approval of Building Plans.</p> | <p>Non-Significant</p>                 |
| <p><b>14. SCENIC HIGHWAYS</b></p> <p>Approximately 320.0 acres of the proposed project, which are proposed for commercial business park and combined commercial/business park uses, are adjacent to Highway 74, an Eligible State Scenic Highway. Landscape development along Highway 74 is of primary importance, as it delineates the community boundary as well as acting as a noise barrier. CalTrans requires a thirty foot right-of-way distance measured from the closest lane of travel be landscaped according to CalTrans standards. The closest travel lane is eight feet from the curb. The project proposes a twenty-two foot landscaped right-of-way behind the thirty-foot curb which satisfies Caltrans' requirements. An additional six foot landscaped area provides for</p> | <p>The proposed Menifee North Specific Plan is intended to mitigate any potential impacts to Highway 74, an Eligible State Scenic Highway. No additional mitigations are proposed.</p>  | <p>County of Riverside, Planning Department.</p>  | <p>Specific Plan approval.</p>  | <p>Non-Significant.</p>                |

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| <p>a total landscape development zone (LDZ) of twenty-eight feet.</p> <p>15. CULTURAL AND SCIENTIFIC RESOURCES</p> <p>Three existing sites (RIV 978, 1175 and 2607) were relocated on-site and one new site (MN-1) located. It is anticipated that while it may be desirable for the bedrock features to be worked into future development plans, it is assumed they will be directly impacted by grading activities. As no subsurface artifacts were recorded on or near the archaeological sites, no further mitigation is required beyond the archaeological recordation updated submitted to the ECIC.</p> <p>No paleontological fossils have been found or are known to exist on-site. No fossils or sub-fossils have been recorded from the onsite sediments within the region. Although paleontological remains may occur in these sediments, as they may in other sediment, the likelihood of any being recorded from the Menifee North project site is minimal.</p> | <p>Mitigation Measure 15.1: Given the element of uncertainty of any archeological survey due to the potential sub-surface dimension, it is recommended that should archaeological materials be discovered during grading activities, a qualified archaeologist shall be retained for evaluation. If during ground disturbing 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 archaeologist or the archaeologist's on-site representative(s) shall have the authority to temporarily divert, redirect, or halt grading activity to allow recovery of archaeological and/or cultural resources. Unique cultural resources are defined, for this mitigation measure, 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.</p> <p>In the event that unique cultural resources are discovered:</p> <p>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 and the Planning Director to discuss the significance of the find.</p> <p>b) At the meeting, the significance of the discoveries shall be discussed and a decision shall be made, with the concurrence of the Planning Director, as to the</p> | <p>Project Applicant/ County of Riverside, Building and Safety Planning Department.</p> | <p>Review and approval of monthly inspection reports of grading operations.</p> | <p>Non-Significant.</p>                |

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| IMPACTS | MITIGATIONS  | RESPONSIBLE PARTY/MONITORING PARTY                                  | IMPLEMENTATION STATE                        | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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|         | <p>appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.</p> <p>c) Grading or 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.</p> <p><b>Mitigation Measure 15.2:</b> Prior to grading permit issuance within Planning Areas 32 and 33B, a qualified archaeologist (pursuant to the Secretary of the Interior's standards and County guidelines) shall be retained by the applicant for initial monitoring and mitigation services during all brushing and grading within the Project area. A copy of a fully executed contract for archaeological monitoring and mitigation services, including the NAME, ADDRESS and TELEPHONE NUMBER of the retained archaeologist shall be submitted to the Planning Department and the Building and Safety Department. The extent of the monitoring will be determined after the grading plan has been finalized and shall encompass all areas subject to ground disturbance as part of the grading permit.</p> <p><b>Mitigation Measure 15.3:</b> Prior to the issuance of grading permits, the developer/permit holder shall retain and enter into a monitoring and mitigation service contract with a qualified Archaeologist for services. This professional shall be known as the "Project Archaeologist." The Project Archaeologist shall be included in the pre-grade meetings to provide cultural/historical sensitivity training including the establishment of set</p> | <p>Project Applicant/ County of Riverside, Planning Department.</p> | <p>Prior to issuance of grading permits</p> |  |
|         | <p><b>Mitigation Measure 15.3:</b> Prior to the issuance of grading permits, the developer/permit holder shall retain and enter into a monitoring and mitigation service contract with a qualified Archaeologist for services. This professional shall be known as the "Project Archaeologist." The Project Archaeologist shall be included in the pre-grade meetings to provide cultural/historical sensitivity training including the establishment of set</p>   | <p>Project Applicant/ County of Riverside, Planning Department.</p> | <p>Prior to issuance of grading permits</p> |  |

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|         | <p>guidelines for ground disturbance in sensitive areas with the grading contractors and any required tribal monitors. The Project Archaeologist 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, grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Project Archaeologist shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, facilitate tribal consultation, and potential recovery of cultural resources in coordination with the tribal monitor. The developer/permit holder shall submit a fully executed copy of the contract to the Riverside County Planning Department to ensure compliance with this condition of approval. Upon verification, the Planning Department shall clear this condition. The Project Archaeologist is responsible for implementing mitigation using standard professional practices for cultural resources. The Professional shall consult with the County, developer/permit holder, and tribal monitor throughout the process.</p> <p><b>Mitigation Measure 15.4:</b> Prior to the issuance of grading permits, the developer/permit holder shall enter into an agreement and retain a monitor designated by the Pechanga Band of Luiseno Mission Indians. This group shall be known as the Tribal Monitor for this project. The agreement shall address the treatment and ultimate disposition of cultural resources which may include repatriation and/or curation in a Riverside County approved curation facility. The Tribal</p> | <p>Project Applicant/ County of Riverside, Planning Department</p> | <p>Prior to the issuance of grading permits</p> |  |

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| IMPACTS | MITIGATIONS  | RESPONSIBLE PARTY/MONITORING PARTY                                  | IMPLEMENTATION STATE  | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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|         | <p>Monitor(s) shall be allowed on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Tribal Monitor(s) shall have the limited authority to temporarily divert, redirect, or halt the ground disturbance activities to allow identification, evaluation, conduct tribal consultation, and potential recovery of cultural resources in coordination with the Project Archaeologist. The developer/permit holder shall submit a fully executed copy of the agreement to the Riverside County Planning Department to ensure compliance with this condition of approval. The Project Archaeologist is responsible for implementing mitigation and standard professional practices for cultural resources, and shall consult with the County and developer/permit holder throughout the process. The tribal monitor is responsible only to the Tribe for consultation purposes. Tribal monitoring does not replace any required archaeological resources monitoring, but rather serves as a supplement for consultation and advisory purposes for the Tribe's interests only. For any identified significant resources, should repatriation be preferred, it shall not occur until after the Phase IV monitoring report has been submitted to the Riverside County Planning Department. Should curation be preferred, the developer/permit holder is responsible for all costs.</p> | <p>Project Applicant/ County of Riverside, Planning Department.</p> | <p>Prior to brush clearing and/or earth moving activities</p> | <p></p>                                |

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|         | <p>meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology shall conduct cultural resources sensitivity training for all construction personnel. Construction personnel shall be informed of the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains. A sign-in sheet signed by all attendees of the aforementioned training shall be included in the Phase IV Monitoring Report.</p> <p><b>Mitigation Measure 15.6:</b> Prior to the issuance of grading permits, the developer/permit holder shall prepare and implement a temporary fencing plan for the protection of archaeological site(s) CA-RIV-7538A during any grading activities within one hundred feet (100'). The temporary fencing plan shall be prepared in consultation with a County approved archaeologist. The fenced area shall include a buffer sufficient to protect the archaeological site(s). The fence shall be installed under the supervision of the County approved archaeologist prior to commencement of grading or brushing and be removed only after grading operations have been completed. The temporary fencing plan shall include the following requirements: Prior to grading permit issuance, the developer/permit holder shall provide evidence to the County Archaeologist that the following notes have been placed on the Grading Plan:</p> <p>a. In the event that construction activities are to take place within 100 feet of archaeological site(s) CA-RIV-7538A, the temporary fencing plan shall be implemented under the supervision of a County approved archaeologist that consists of the</p> | <p>Project Applicant/ Riverside County Archaeologist.</p> | <p>Prior to issuance of grading permits</p> |  |



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| IMPACTS | MITIGATIONS  | RESPONSIBLE PARTY/MONITORING PARTY  | IMPLEMENTATION STATE  | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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|         | <p>following:</p> <ul style="list-style-type: none"> <li>i. The project archaeologist shall identify the site boundaries.</li> <li>ii. The project archaeologist shall determine an adequate buffer for the protection of the site(s) in consultation with the County archaeologist.</li> <li>iii. Upon approval of buffers, install fencing under the supervision of the project archaeologist.</li> <li>iv. Submit to the Planning Department for approval, a signed and stamped statement from a California Registered Engineer, or licensed surveyor that temporary fences have been installed in all locations of the project where proposed grading or clearing is within 100 feet of the archaeological site(s). CA-RIV-7538A.</li> <li>v. Fencing may be removed after the conclusion of construction activities.</li> </ul> <p><b>Mitigation Measure 15.7:</b> Prior to grading approval the Project Applicant shall determine the ultimate disposition for this site. All efforts will be made to avoid and preserve this site. In the event that this site cannot be avoided, the applicant agrees to relocate the site within previously designated open space within property contiguous to the south of TR31500.</p> <p><b>Mitigation Measure 15.8:</b> Prior to grading permit final inspection (Archaeological Monitoring/ Phase IV Report Submittal), the developer/holder shall prompt the Project Archaeologist to submit one (1) wet-signed paper copy and (1) CD of a Phase IV Cultural Resources Monitoring Report that complies with the Riverside County Planning Department's requirements for such reports for all ground disturbing activities associated with this grading permit. The report shall follow the</p> | <p>Project Applicant/ Riverside County Archaeologist</p> <p>Project Applicant/ Riverside County Planning Department</p> | <p>Prior to grading final inspection</p> <p>Prior to grading final inspection</p> |  |

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| IMPACTS | MITIGATIONS  | RESPONSIBLE PARTY/MONITORING PARTY                       | IMPLEMENTATION STATE                            | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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|         | <p>County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work posted on the TLMA website. The County Archaeologist shall review the report to determine adequate compliance with the approved conditions of approval.</p> <p><b>Mitigation Measure 15.9:</b> Prior to grading permit final inspection, The landowner(s) shall relinquish ownership of all cultural resources, (with the exception of sacred items, burial goods, and Human Remains) including all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. This shall include any and all artifacts collected during any previous archaeological investigations. The applicant shall relinquish the artifacts through one or more of the following methods and provide the Riverside County Archaeologist with evidence of same.</p> <p>a. A fully executed reburial agreement with the appropriate culturally affiliated Native American tribe or band. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing, analysis and special studies have been completed on the cultural resources and approved by the Riverside County Archaeologist.</p> <p>b. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards pursuant to 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility.</p> | <p>Project Applicant/ Riverside County Archaeologist</p> | <p>Prior to grading permit final inspection</p> |  |

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|         | <p>within Riverside County, to be accompanied by payment of the fees necessary for permanent curation.</p> <p>c. If more than one Native American Group is involved with the project and cannot come to an agreement between themselves as to the disposition of cultural resources, the landowner(s) shall contact the Riverside County Archaeologist regarding this matter and then proceed with the cultural resources being curated at the Western Science Center.</p> <p>d. Should reburial of collected cultural resources be preferred, it shall not occur until after the Phase IV monitoring report has been submitted to and approved by the Riverside County Archaeologist. The developer/permit applicant is responsible for all costs associated with reburial and all costs associated with curation should that disposition method be employed. All methods of disposition shall be described in the Phase IV monitoring report.</p> <p><b>Mitigation Measure 15.10:</b> Prior to final inspection of the first building permit, the developer/permit holder shall prompt the Cultural Resources Professional to submit two (2) copies of a Phase IV Cultural Resources Monitoring Report that complies with the Riverside County Planning Department's requirements for such reports. The Report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Planning Department shall review the report to determine adequate mitigation compliance.</p> <p><b>Mitigation Measure 15.11:</b> Prior to the issuance of grading permits, the</p> | <p>Project Applicant/Riverside County Planning Department</p> | <p>Prior to first building permit final inspection</p> |  |

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|         | <p>developer shall submit a copy of a fully executed contract, including the name, telephone number, and address of the retained, qualified paleontologist to the Planning Department and the Department of Building and Safety. The qualified paleontologist shall be included on the County's Paleontology Consultant List. The Project Applicant also shall enter into an agreement with the qualified paleontologist, which shall include, but not be limited to, the preliminary mitigation and monitoring procedures to be implemented during the process of grading. A copy of said agreement shall be submitted to the Planning Department. No grading permits will be issued unless the preliminary mitigation and monitoring procedures as described in the EIR are substantially complied with. Prior to the commencement of grading, pre-grade meeting between the paleontologist and the excavation and grading contractor shall be held. When necessary, in the professional opinion of the retained paleontologist (and/or as determined by the Planning Director), the paleontologist or representative shall have the authority to monitor actively all project related grading and construction and shall have the authority to temporarily divert, redirect, or halt grading activity to allow recovery of paleontological resources. Prior to Final Inspection, the applicant shall submit to the County Archaeologist one paper copy and two (2) CD copies of the Paleontology Monitoring report. Since the paleontologic sensitivity for the site is very low, there is no need to have a grading monitor present on the property for near surface grading. However, earthmoving occurring at depths greater than 10 feet should be monitored by a qualified</p> | <p>County Building and Safety Department</p> |                      |  |

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|         | <p>paleontologist, along with older alluvium deposits which occur at depths of less than ten feet. Monitoring on a part-time basis should be satisfactory for this project given the relatively low sensitivity of the sediments. If fossils are found by the owners of the property, their agents, contractors, or subcontractors during the development of the property, they should be reported immediately to a qualified, professional paleontologist for evaluation. If grading of older alluvium occurs or earthmoving occurs at depths of more than ten feet, or if fossils are encountered on the property during development, the following mitigation procedures shall be followed: The project paleontologist shall immediately evaluate the fossils which have been discovered to determine if they are significant and, if so, to develop a plan to collect and study them for the purpose of mitigation. A paleontologic monitor shall be immediately retained to be present during earthmoving on the property. The monitor must be empowered to temporarily halt or redirect excavation equipment if additional fossils are found to allow evaluation and removal of them if necessary. The monitor shall be equipped to promptly collect specimens if they are encountered. The monitor, with assistance if necessary, shall collect individual fossils and/or samples of fossil-bearing sediments. If specimens of small animal species are encountered, the most time and cost efficient method of recovery is to remove a selected volume of fossil bearing earth from the grading area and stockpile it off-site for processing by screen washing. Fossils recovered during earthmoving or as a result of screen washing of sediment samples</p> |                                    |                      |  |

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| <p><b>16. CIRCULATION</b></p> <p>The project will generate 132,000 external vehicle trips per day, 11,114 of which will occur during the morning peak hour and 14,269 during the evening peak hour. Based upon a 10 mile average trip length, the proposed project will generate approximately 1,320,000 vehicle miles of travel daily.</p> <p>As a residential trip generated by the project will also be making trips to a commercial or recreational land use within the project, a double counting of those trips occurs. Fifteen percent of traffic generated by the project has been removed for interaction of commercial/recreational and residential uses.</p> | <p>shall be cleaned and prepared sufficiently to allow identification. This allows the fossils to be described in a report of findings and reduces the volume of matrix around specimens prior to storage, thus reducing storage costs. A report of findings shall be prepared and submitted to the public agency responsible for overseeing developments and mitigation of environmental impacts upon completion of mitigation. This report will minimally include a settlement of the types of paleontologic resources found, the methods and procedures used to recover them, an inventory of the specimens recovered, and a settlement of their scientific significance. The paleontological specimens recovered as a result of mitigation shall be donated to a qualified scientific institution where they would be afforded long-term preservation to allow future scientific study.</p> |  |  |  |
| <p><b>16. CIRCULATION</b></p> <p>The project will generate 132,000 external vehicle trips per day, 11,114 of which will occur during the morning peak hour and 14,269 during the evening peak hour. Based upon a 10 mile average trip length, the proposed project will generate approximately 1,320,000 vehicle miles of travel daily.</p> <p>As a residential trip generated by the project will also be making trips to a commercial or recreational land use within the project, a double counting of those trips occurs. Fifteen percent of traffic generated by the project has been removed for interaction of commercial/recreational and residential uses.</p> | <p><b>Mitigation Measure 16.1:</b> For cumulative traffic conditions within the project, traffic signals are anticipated to be warranted at the following intersections: Encanto Drive at Ethanac Road; Sherman Road at Watson Road; Sherman Road at Ethanac Road; Sherman Road at McLaughlin Road; Antelope Road at Mapes Road; Antelope Road at Watson Road; Antelope Road at Street "A"; Antelope Road at State Route 74; Palomar Road at Street "A"; Palomar Road at State Route 74; Menifee Road at Mapes Road; Menifee Road at Watson Road; Melilife Road at Street "A"; Menifee Road at State Route 74; Malaga Road at State Route 74; Briggs Road at Watson Road; Briggs Road at Street "A"; Briggs Road at State Route 74; Briggs Road at Street "B"; Briggs</p>   | <p>County of Riverside, Building and Safety Department</p> | <p>Review and approval of Improvement Plans.</p> | <p>Significant.</p>                    |

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| <p>Precise assessment of project related and cumulative traffic impacts and related mitigation measures shall be contained in the Menifee Area Traffic Model. It is anticipated that this will provide the comprehensive traffic modelling effort necessary to define traffic demand from currently proposed Specific Plans (including Menifee North) upon the regional transportation system. The traffic model will also provide a tool for evaluation of development proposals and a guide for design of specific roadways within each Specific Plan.</p> <p>The Traffic Analysis provides several specific recommendations related to the design of on-site roadways and their respective points of access onto regional roadways. Specific design recommendations include on-site roadway alignments and sizes, turn lane requirements, and assignment of roadway design categories to various on-site roadways. The County of Riverside Plan of Bicycle Routes designates a Class II bike path running in an east-west direction along Highway 74 which is adjacent to portions of the project site. A Class II bikeway trail or path is one that lies within the right-of-way of the roadway.</p> | <p>Road at Palomar Road; Sultanas Road at State Route 74; Leon Road at State Route 74; and Juniper Flats Road at State Route 74.</p> <p><b>Mitigation Measure 16.2:</b> The project applicant will either be directly responsible for provision of the above signals or shall participate on a fair-share basis for the funding of these facilities. The extent of their responsibility shall be based upon the extent of utilization of these intersections by project-related traffic.</p> <p><b>Mitigation Measure 16.3:</b> The Menifee North Specific Plan shall provide a system of bicycle trails within open space corridors, flood control and utility easements where possible and sidewalks or pathways in residential and commercial areas that provides a safe environment for pedestrians.</p> <p><b>Mitigation Measure 16.4:</b> Although the study area is currently not served by a transit service, bus turnout and potential future bus stop locations have been recommended by the Traffic Engineer (see Figure V-19, Bus Turnout and Stop Locations). As recommended, bus stops are spaced to maximize passenger accessibility, convenience and safety, while minimizing undue delay or traffic interruptions. Bus stops are generally spaced 800 feet to 1,200 feet apart on roadways surrounding the project. Bus turnouts shall be constructed at these recommended locations that are located within the project boundaries.</p> <p><b>Mitigation Measure 16.5:</b> To encourage ridesharing transit ridership and reduce commute trip impacts on access routes to the I-215 Freeway, a</p> | <p>County of Riverside, Building and Safety Department.</p> <p>County of Riverside, Building and Safety Department.</p> <p>County of Riverside, Building and Safety Department.</p> | <p>Review and approval of Final Subdivision Maps.</p> <p>Review and approval of Final Subdivision Maps.</p> <p>Review and approval of Final Subdivision Maps.</p> |  |

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|         | <p>portion of the commercial parking area in Planning Area 8, on-site shall be designated for Park-n-Ride and carpool/Vanpool parking use on weekdays between 6:00 am. and 6:00 p.m.</p> <p><b>Mitigation Measure 16.6:</b> Project roadways shall be aligned and sized as illustrated in Figure V -18, Circulation Recommendations.</p> <p><b>Mitigation Measure 16.7:</b> On-site access improvements shall adhere to the following design guidelines: traffic signing/stripping should be implemented in conjunction with detailed construction plans for the project; sight distance at each intersection should be reviewed with respect to standard Caltrans/County of Riverside sight distance standards at the time of preparation of final grading, landscape and street improvement plans; the traffic signals required within the study area at buildout should specifically include an interconnect of the signals to function in a coordinated system.</p> <p><b>Mitigation Measure 16.8:</b> Upon Specific Plan approval, the General Plan Circulation Element shall be revised as follows: upgrade Briggs Road from a Major Highway to an Urban Arterial from SR-74 to Matthews Road; upgrade Menifée Road from an Arterial Highway to an Urban Arterial from SR-74 to Palomar Road.</p> <p><b>Mitigation Measure 16.9:</b> The project applicant shall participate in any fee programs established within the study area to provide for the improvement of key roadway links and interchange</p> | <p>County of Riverside, Building and Safety Department</p> <p>County of Riverside, Building and Safety Department</p> <p>County of Riverside, Planning Department</p> <p>County of Riverside, Building and Safety Department</p> | <p>Review and approval of Final Subdivision Maps.</p> <p>Review and approval of Final Subdivision Maps.</p> <p>Specific Plan approval.</p> <p>Payment of Traffic Mitigation fees.</p> |  |



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| <p><b>17. WATER AND SEWER</b></p> <p>The project is served by EMWD for water and sewer services. It is anticipated that approximately 3.53 MGD of domestic water will be required. As the project lies within five pressure zones, EMWD has indicated that the project will be required to participate in the construction of a 5-million gallon reservoir.</p> <p>Several water lines exist onsite and can provide service for future residents. The project proposes that the existing water system will be expanded by placing new water mains on all proposed streets as well as extending new mains on existing streets to complete a looped water main system.</p> <p>Water service will be available when the construction and improvement of utility hook-ups from existing lines on-site will</p>   | <p>facilities. The project shall contribute to the installation of traffic signals when warranted through the payment of traffic signal mitigation fees.</p> <p><b>Mitigation Measure 16.10:</b> If a trip ceiling and trip bank is established, then as a development phase is approved, the total number of trips it generates shall be subtracted from the trip ceiling or trip bank, leaving a total of remaining trips that the Specific Plan can generate. For tract maps, final map recordation will be when the projects' generated trips will be deducted from the trip bank. The County Transportation Department will maintain the official "trip bank" for the Specific Plan and will provide an annual update on project trip status.</p> | <p>County of Riverside, Building and Safety Department.</p>  | <p>Review and approval of Final Subdivision Maps.</p> |  |
| <p><b>Mitigation Measure 17.1:</b> The payment of fees to EMWD will prevent any negative financial impacts to the District. EMWD will collect a maximum of \$3,500 per unit from developers in the area for construction of the Romoland Treatment Plant Expansion. All lines will be designed per EMWD requirements.</p> <p><b>Mitigation Measure 17.2:</b> All water and sewer lines will be designed per EMWD requirements. The infrastructural system will be installed to the requirements of the County's Engineering Department.</p> <p><b>Mitigation Measure 17.3:</b> The project will comply with EMWD requirements for installation of on-site reclaimed water lines, if required.</p> <p><b>Mitigation Measure 17.4:</b> The infrastructural system will be installed to the requirements of the County's Engineering Department. In addition,</p> | <p>Eastern Municipal Water District.</p> <p>County of Riverside, Building and Safety Department and Eastern Municipal Water District</p> <p>County of Riverside, Building and Safety Department and Eastern Municipal Water District</p> <p>County of Riverside, Building and Safety Department and Eastern Municipal Water District</p>   | <p>Payment of Water and Sewer Connection fees.</p> <p>Review and approval of Final Subdivision Maps and Improvement Plans.</p> <p>Review and approval of Final Subdivision Maps and Improvement Plans.</p> <p>Review and approval of Final Subdivision Maps and Improvement Plans.</p> | <p>Non-significant.</p>                               |  |

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| <p>service the project up to an elevation of approximately 1527 feet. The property's water plan is based upon the EMWD's regional planning and is considered to be compatible with the District's current planning concepts. The estimated sewage generation for the project is based on EMWD's criteria, with the average daily demand estimated to be 2.51 MGD. The project will be serviced through the expansion of existing sewer lines located in both the far east and west portions of the site. The project will participate in the proposed "Menifee Ranch Sewer District", and the existing assessment District No. 5 as well as the Homeland-Green Acres District, all of which will control the expansion of sewer facilities onsite.</p> <p>It is recommended that the portion of the project within planning Areas 34, 35, 37, 38, 39 and 40 which lie south of existing McLaughlin Road extended easterly from Briggs Road, apply for acceptance into the "Menifee Ranch Sewer District". As the southern portions of the project generally are lower in elevation than the proposed system, a pumping station and forcemain will need to be installed near Briggs and Matthews Roads to lift the sewage from this area to a gravity sewer system, which is proposed on an extension of Rouse Road.</p> <p>The design and construction of on- and off-site reclaimed water systems will be necessary.</p> | <p>the following State laws require water efficient plumbing fixtures in structures to minimize water use:</p> <ul style="list-style-type: none"> <li>• Health and Safety Code Section 179213 requires low-flush toilets and urinals in virtually all buildings.</li> <li>• Title 20, California Administrative Code Section 1601(b) (Appliance Efficiency Standards) prohibits the sale of fixtures that do not comply with regulations.</li> <li>• Title 20, California Administrative Code Section 1604(f) (Appliance Efficiency Standards) establishes efficiency standards that set the maximum flow rate of new showerheads, lavatory faucets, etc.</li> <li>• Title 20, California Administrative Code Section 1601(b) (Appliance Efficiency Standards) prohibits the sale of fixtures that do not comply with regulations.</li> <li>• Title 24, California Administrative Code Section 2-5307(b) (California Energy Conservation Standards for New Buildings) prohibits the installation of fixtures unless the manufacturer has certified to the CEC compliance with the flow rate standards.</li> <li>• Title 24, California Administrative Code Sections 2-5452(i) and j) address pipe insulation requirements, which can reduce water used before hot water reaches equipment or fixtures.</li> <li>• Health and Safety Code Section 4047 prohibits installation of residential water softening or</li> </ul> |                                    |                      |  |

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| <p>EMWD will determine the project's reclaimed water requirements and necessary system improvements. The District's facilities Master Plan indicates that off-site pipelines would be aligned along Simpson Road west of Leon Road, along Briggs and/or Menifee Road north of Simpson Road, or along the AT&amp;SF Railroad to Menifee Road.</p> <p>The project lies within the service area of the Perris Valley Reclamation Facility for sewage treatment. This facility is currently at maximum capacity, therefore, insufficient capacity exists for the Menifee North Specific Plan. In order to provide for future treatment plant capacity project developers are working with the Eastern Municipal Water District and have provided an excess of 3 million dollars to fund the design and ultimately the construction of a new Perris Valley Treatment Plant. The new plant is proposed to increase the existing plant capacity by 18 MGD.</p> <p>It is anticipated that EMWD will require the project to construct a system of "dry" reclaimed water lines on-site so the project can ultimately utilize reclaimed water for common area landscape irrigation upon completion of the necessary facility construction bringing reclaimed water near the site.</p> | <p>conditioning appliances unless certain conditions are satisfied.</p> <ul style="list-style-type: none"> <li>Government Code Section 7800 specifies that lavatories in all public facilities be equipped with self-closing faucets that limit flow of hot water.</li> </ul> <p><b>Mitigation Measure 17.5:</b><br/>Additionally, water and sewer demands shall be further mitigated through implementation of Water and Sewer Plan Development Standards. (See Specific Plan Section III.A.4.b)</p> <p><b>Mitigation Measure 17.6:</b><br/>Sections 2-5452(i) and (j) address pipe insulation requirements which can reduce water used before hot water reaches equipment or fixtures. Title 20, California Administrative Code Sections 1604(f) and 1601(b) are Appliance Efficiency Standards that set the maximum flow rates of all plumbing fixtures and prohibit the sale of non-conforming fixtures."</p> | <p>Riverside County Planning Department</p> <p>Riverside County Planning Department</p> | <p>Prior to grading and building permits, as appropriate.</p> <p>Prior to grading and building permits, as appropriate.</p> |  |
| <b>18. FIRE SERVICE</b>  |   |   |   |  |
| <p>Project development will increase the demand for fire protection services. The project applicant</p>  | <p><del>Mitigation Measure 18.1: The Menifee North project will be required to participate in an existing fire</del></p>  | <p>County of Riverside, Fire Department.</p>  | <p>Prior to building permit final inspection</p>  | <p>Non-Significant.</p>                |

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| <p>will be required to participate in fire protection measures necessary to adequately protect the project site. The proposed project is within an acceptable response distance/travel times from a planned fire station.</p> <p>The project is classified as Category II, requiring a fire station within three miles (5 minute response time) and receipt of the full first alarm within 15 minutes. An on-site fire station is located at 25730 Sultanas Road within Planning Area 41. Additionally, the construction of a complete fire station complex located on the north side of Newport Road, west of Lindenberger Road is proposed within Menifee Village with an estimated construction time of 12 to 18 months.</p> | <p><u>Protection Impact Mitigation Program</u> (\$400.00 per dwelling unit and \$.25 per square foot for commercial/industrial) that provides funds for the purchase of equipment, remodel or construction of fire stations. The Project shall comply with County's <u>Development Impact Fee (DIF)</u> Ordinance, which requires payment of a development mitigation fee to assist in providing revenue that the County can use to improve public facilities and/or equipment, to offset the incremental increase in the demand for public services that would be created by the Project. Prior to building permit final inspection, the Project Applicant shall pay fees in accordance with the County's Ordinance 659.</p> |  |   |  |
| <p><b>19. SHERIFF SERVICES</b></p> <p>Police protection is provided by the Riverside County Sheriff Department. The station serving the site is located at 117.5 Langstaff in the City of Lake Elsinore.</p> <p>The increase in population due to project development will incrementally increase criminal activity such as burglaries, thefts, auto theft, vandalism, etc. As the population and use of an area increase, additional financing of equipment and manpower needs are required to meet the increased demand. Project development could result in the need for an additional 14.3 sworn officers.</p>  | <p><b>Mitigation Measure 19.1:</b> For future security and safety, the following crime prevention measures will be considered during site and building layout design: 1) circulation for pedestrians, vehicles and police patrols; 2) lighting of streets, walkways and bikeways; 3) visibility of doors and windows from the street and between buildings; 4) fencing (height and material); 5) the numerical identification system shall be visible and readily apparent to emergency response agencies; and 6) encourage the installation of burglar alarm systems.</p>  | <p>Riverside County, Building and Safety and Police Departments.</p> | <p>Review and approval of Building Plans.</p>     | <p>Non-Significant.</p>                |
| <p><b>20. SCHOOLS</b></p> <p>Development of the project could result in the generation of a total</p>   | <p><b>Mitigation Measure 20.1:</b> Prior to building permit final inspection, the</p>   | <p>All involved School Districts.</p>                                | <p>Prior to Building Permit Final Inspection.</p> | <p>Non-Significant.</p>                |

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| <p>of 2,605 students.</p> <p>In order to accommodate students generated by project development as well as easing the impact to the affected school districts, Menifee North proposes one 8.7-acre elementary school located on the corner of Briggs and Watson Road, one 10.0-acre elementary school located at the corner of Emperor Road and Street C, and one 10.0 acre elementary school south of Watson Road. Two of the three schools are immediately adjacent to proposed community areas. At present school students generated from the project will attend Perris Union High School approximately 8 miles northwest of the project site. Community Facilities District (CFD) 91-1 has been formed with and which covers the entire Romoland School District. The CFD Report (included within Appendix J to the Draft EIR) specifies the proposed facilities, cost estimates, rates and methods of apportionment of special taxes by tax rate area, maximum special tax rates, and general terms and conditions for the sale of bonds. The project applicant has agreed to comply with the terms of the Resolution of Formation of the CFD.</p> | <p>Project Applicant shall contribute fees to the Perris Union High School District and Romoland Elementary School District in accordance with the Leroy F. Greene School Facilities Act of 1998 (Senate Bill 50). Pursuant to Senate Bill 50, payment of school impact fees constitutes complete mitigation for project-related impacts to school services. The project applicant shall enter into a binding agreement with all involved school districts to insure the provision of adequate permanent facilities at the time of project occupancy.</p> <p><b>Mitigation Measure 20.2:</b> The applicant shall be required to pay school impact mitigation fees or fund school site acquisition and/or facility construction with proceeds from the Community Facilities District Community Facilities District 91-1 has been formed which covers the entire Romoland School District The CFD report specifies the amount of school fees to be paid, provides methods of tax apportionment and establishes the maximum amount of bonds to be sold. The project applicant has agreed to comply with the terms of the Resolution of Formation of the CFD.</p> <p><b>Mitigation Measure 20.3:</b> All school sites shall meet the requirements of the District in terms of size, location, access and absence from environmental constraints. Initial determination of school siting and other District criteria for locations within the Menifee North project shall occur prior to the recordation of Tentative Tract Map approval for each phase filed.</p> <p><b>Mitigation Measure 20.4:</b> School sites shall be delivered to the District in at</p> | <p>All involved School Districts.</p> | <p>Payment of School Mitigation Fees.</p>             |  |
|   |  | <p>All involved School Districts.</p> | <p>Review and approval of Final Subdivision Maps.</p> |  |
|   |  | <p>All involved School Districts.</p> | <p>Review and approval of Final Subdivision Maps.</p> |  |

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| IMPACTS  | MITIGATIONS   | RESPONSIBLE PARTY/MONITORING PARTY  | IMPLEMENTATION STATE                                   | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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| <p><b>21. PARKS AND RECREATION</b></p> <p>Project development will create a demand for parks and recreation facilities in the project area. To meet this demand, the project proposes a number of community recreation facilities. These facilities cover approximately 133.0 acres and consist of 17.0 acres of Community Parks, 14.0 acres of Mini Parks and 112 acres of Open Space.</p> <p>The project is required to satisfy the Quimby Act standards as well as the Valley-Wide Recreation and Park District standards, both utilize a 3 acre per 1,000 population standard. Therefore, requiring 18.57 acres of active community parkland. The projects proposed park amenities adequately meet these requirements.</p> | <p>least rough graded condition with utilities stubbed to each site, any site improvements made by the developer shall be performed with financial recognition included in the site acquisition process.</p> <p><b>Mitigation Measure 20.5:</b> As indicated in the Comprehensive General Plan, the project lies within Groundshaking Zone II, therefore, a detailed site investigation shall be performed on the proposed school sites in order to determine geotechnical feasibility.</p> | <p>All involved School Districts.</p>   | <p>Review and approval of Final Subdivision Maps.</p>  |  |
| <p><b>Mitigation Measure 21.1:</b> The project applicant shall satisfy the Quimby Act and the Valley-Wide Recreation and Park District park requirements which include land dedication and/or the payment of in-lieu fees.</p> <p><b>Mitigation Measure 21.2:</b> A Master Homeowner's Association, County Service Area, or the Valley-Wide Recreation and Park District will maintain the Mini Community Parks and Open Space.</p> <p><b>Mitigation Measure 21.3:</b> All recreational facilities will provide parking in accordance with Riverside County standards.</p>   | <p>County of Riverside, Building and Safety and Parks Departments.</p> <p>County of Riverside, Building and Safety and Parks Departments.</p> <p>County of Riverside, Building and Safety and Parks Departments.</p>  | <p>Review and approval of Final Subdivision Maps.</p> <p>Review and approval of Final Subdivision Maps.</p> <p>Review and approval of Final Subdivision Maps.</p> | <p>Non-Significant.</p>                                |  |
| <p><b>22. UTILITIES</b></p> <p>Provided that there are no unexpected outages to major sources of electrical supply and</p>   | <p><b>Mitigation Measure 22.1:</b> Development plans will be provided to Southern California Edison, the</p>  | <p>Southern California Edison and Gas Companies and General Telephone Company.</p>  | <p>Review and approval of Final Improvement Plans.</p> | <p>Non-Significant.</p>                |

**MENIFEE NORTH SPECIFIC PLAN NO. 260**

| IMPACTS   | MITIGATIONS  | RESPONSIBLE PARTY/MONITORING PARTY   | IMPLEMENTATION STATE   | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
|---|--|--|--|--|
| <p>the demand for electrical generating capacity does not exceed the Southern California Edison Company's estimates, it is anticipated that electrical requirements will be met over the next several years.</p> <p>Project implementation will also result in an increased demand for natural gas. The primary use of natural gas by the project will be for combustion to produce space heating, water heating and other miscellaneous heating and/or air condition. The Southern California Gas Company has indicated that they can provide service to the project site in accordance with the Company's policies and extension rules on file with the California Public Utilities Commission at the time contractual arrangements are made. Natural gas consumption for the project is estimated at 35,577,427 cubic feet per month. Electricity consumption is estimated at 91,820,620 kwh per year. Additional gas and electricity would be needed to serve the proposed Town Center, however, due to the variety of potential uses proposed, it is not possible to make meaningful projections relative to estimated demands. While the project will place additional demand upon the telephone services, these demands are within the parameters of the General Telephone Company. GTE will need 6-12 months notice prior to any major construction beginning of the project.</p> | <p>Southern California Gas Company and General Telephone as they become available in order to facilitate engineering, design and construction of improvements necessary to provide electrical service to the project site.</p> <p><b>Mitigation Measure 22.2:</b> The applicant will comply with guidelines provided by Southern California Edison, Southern California Gas Company and General Telephone in regard to easement restriction, construction guidelines, protection of pipeline easement and potential amendments to rights-of-way in the areas of any existing SCE, SCG or GTE easements.</p> <p><b>Mitigation Measure 22.3:</b> Building energy conservation will be largely achieved by compliance with Title 20 and 24 of the Energy Conservation Code.</p> | <p>Southern California Edison and Gas Companies and General Telephone Company.</p> <p>County of Riverside, Building and Safety Department.</p> | <p>Review and approval of Final Improvement Plans.</p> <p>Review and approval of Building Plans.</p> |  |
| <p><b>23. SOLID WASTE</b></p> <p>Project implementation will</p>  | <p><b>Mitigation Measure 23.1:</b>The County</p>   | <p>County of Riverside, Building and</p>   | <p>Review and approval of Final</p>  | <p>Non-Significant.</p>                |

# MENIFEE NORTH SPECIFIC PLAN NO. 260

| IMPACTS  | MITIGATIONS   | RESPONSIBLE PARTY/MONITORING PARTY   | IMPLEMENTATION STATE   | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
|--|---|--|--|--|
| <p>increase the amount of solid waste generated on-site, in turn increasing demand upon waste haulers in the area. The project is anticipated to generate an estimated 60,044 pounds or 30 tons of solid waste per day.</p> <p>The project is served by the Double Butte Landfill which has expected lifespan until the first quarter of 1993. However, five new locations are currently being evaluated for a replacement facility.</p> <p>The County Waste Management District believes that efforts made toward waste reduction and recycling will reduce the quantity of waste disposal and lower future annual percentage increase in daily per capita waste generation.</p> <p>The project shall be encouraged to implement methods to reduce the quantity of waste being landfilled, including proper site design for the storage of recyclables separated for pick-up.</p> | <p>Solid Waste Management Plan includes programs to reduce the quantities of waste being sent to landfills. These programs include source reduction, separation of recoverables, com posting and high technology resources recovery. Implementation of these programs can reduce the increase in solid waste generation associated with new development, which in turn will aid in the extension of the life of affected disposal sites.</p> <p><b>Mitigation Measure 23.2:</b>The County is required to address the Integrated Waste Management Act of 1989 which became law on January 1, 1990. The Act requires all cities and counties to develop a waste stream source reduction and recycling plan by July 1, 1991. Assembly Bill 939 requires landfill waste streams to be reduced by 25% by 1995 and 50% by the year 2000.</p> <p><b>Mitigation Measure 23.3:</b>The project applicant shall work with the County Waste Management District and participate in efforts to achieve the mandated goals of the Integrated Waste Management Act. Additionally, the proposed refuse hauler for the project shall be advised of the efforts the developer will be pursuing relating to recycling and waste reduction (i.e. curbside recycling, buy back centers, etc.).</p> <p><b>Mitigation Measure 23.4:</b> The developer will consider the feasibility of installing trash compactors as a standard feature in new homes, as well as establishing collection points for recycling of solid waste. In addition, industrial and commercial businesses will be encouraged to utilize trash</p> | <p>Safety Department.</p> <p>County of Riverside, Building and Safety Department.</p> <p>County of Riverside, Building and Safety Department.</p> <p>Project developer</p> | <p>Subdivision Maps.</p> <p>Review and approval of Final Subdivision Maps.</p> <p>Review and approval of Final Subdivision Maps.</p> <p>Prior to issuance of building permits.</p> |  |



**MENIFEE NORTH SPECIFIC PLAN NO. 260**

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|--|---|---|---|--|
| <p><b>24. LIBRARIES</b></p> <p>Development of the proposed project will further impact the current library system. The project shall be subject to a library facilities and collection fee to mitigate impacts to the library district.</p>  | <p>compactors.</p> <p><b>Mitigation Measure 24.1:</b> The project applicant will cooperate with the Riverside City/County Library System to assure adequate library facilities and service is provided for future project residents. Impacts, as a result of project development, shall be mitigated by the assessment of a library facilities and collection fee by the Board of Supervisors through Ordinance 659.</p>  | <p>County of Riverside, Building and Safety and Library Departments.</p>  | <p>Payment of Library Fees.</p>   | <p>Non-Significant.</p>                |
| <p><b>25. HEALTH SERVICES</b></p> <p>No adverse impacts are expected to occur to health service facilities from development of the Menifee North Specific Plan, although project implementation will increase the need for medical services and facilities. The medical community generally increases commensurate with the increase in population associated with new development.</p>                          | <p>As no adverse impacts are anticipated from project development, no mitigations are proposed. Health care service is a regional issue which generally responds to the current demand. Therefore, it is anticipated that adequate facilities and services will be available for project residents.</p>   | <p>N/A</p>  | <p>N/A</p>  | <p>Non-Significant.</p>                |
| <p><b>26. LIGHT AND GLARE</b></p> <p>Project development will result in the placement and installation of street lights as required by Riverside County. Additionally, entry monumentation and signage may also require illumination. These lighting requirements could potentially result in a condition known as "sky-glow", which interferes with the use of the telescope at the Mt Palomar Observatory.</p> | <p><b>Mitigation Measure 26.1:</b> Due to the property's location with respect to Mt. Palomar Observatory, low-pressure sodium vapor lamps for street lighting will be employed.</p> <p><b>Mitigation Measure 26.2:</b> Commercial and industrial projects within Planning Areas 8, 11, 12, 13, 14, 16, 17, 19, 23B, 27, 29, 30, 31, 43, 44 of the Specific Plan adjacent to existing or planned residential areas shall direct lighting away from these residential areas and shall limit nighttime activities which may require or create and additional amount of lighting exposed onto the residential areas. A photometric study shall be required for any commercial projects</p> | <p>County of Riverside, Building and Safety Department.</p> <p>County of Riverside, Building and Safety Department.</p> | <p>Review and approval of Final Improvement Plans.</p> <p>Review and approval of Final Improvement Plans.</p> | <p>Non-Significant.</p>                |

# MENIFEE NORTH SPECIFIC PLAN NO. 260

| IMPACTS   | MITIGATIONS  | RESPONSIBLE PARTY/MONITORING PARTY                          | IMPLEMENTATION STATE                                   | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
|---|--|---|--|--|
| <p>The Menifee North Specific Plan will not have any significant impacts on existing or proposed Riverside County air facilities. The project site is not located in any designated Airport Influenced Areas.</p>   | <p>within these Planning Areas Other potentially lighted areas (i.e., entry monumentation and signage) shall orient light downward and shield it to prevent direct upward illumination.</p> <p><b>Mitigation Measure 26.3:</b> The project will be subject to County Ordinance No. 665 regulating light pollution.</p> | <p>County of Riverside, Building and Safety Department.</p> | <p>Review and approval of Final Improvement Plans.</p> |  |
| <p><b>27. AIRPORTS</b></p> <p>The Menifee North Specific Plan will not have any significant impacts on existing or proposed Riverside County air facilities. The project site is not located in any designated Airport Influenced Areas.</p>  | <p>The Menifee North Specific Plan is consistent with the Riverside County Comprehensive General Plan objectives for airports. There are no mitigations proposed.</p>  | <p>County of Riverside, Planning Department.</p>            | <p>Specific Plan approval.</p>                         | <p>Non-Significant.</p>                |
| <p><b>28. DISASTER AND PREPAREDNESS</b></p> <p>The Comprehensive General Plan Land Use Standards for disaster preparedness state the Environmental Hazards and Resources Element must be consulted for Seismic Safety, Slopes and Erosion, Wind and Blowsand, and Flooding.</p> <p>The impacts of the project to Seismic Safety, Slopes and Erosion, Flooding are discussed in Sections V.C.1, V.C.2 and V.C.4.</p> | <p>Please see Section V.C.1, Seismic Safety, V.C.2, Slopes and Erosion, V.C.4, Flooding.</p>   | <p>County of Riverside, Building and Safety Department.</p> | <p>Review and approval of Final Subdivision Maps.</p>  | <p>Non-Significant.</p>                |

SUBST CONFORMANCE - SP Case #: SP00260S1

Parcel: 459-070-014

10. GENERAL CONDITIONS

EVERY DEPARTMENT

10. EVERY. 5 SPSC - HOLD HARMLESS

RECOMMND

The applicant/permittee or any successor-in-interest shall defend, indemnify, and hold harmless the County of Riverside or its agents, officers, and employees (COUNTY) from the following:

(a) any claim, action, or proceeding against the COUNTY to attack, set aside, void, or annul an approval of the COUNTY, its advisory agencies, appeal boards, or legislative body concerning the SPECIFIC PLAN SUBSTANTIAL CONFORMANCE; and,

(b) any claim, action or proceeding against the COUNTY to attack, set aside, void or annul any other decision made by the COUNTY concerning the SPECIFIC PLAN SUBSTANTIAL CONFORMANCE, including, but not limited to, decisions made in response to California Public Records Act requests.

The COUNTY shall promptly notify the applicant/permittee of any such claim, action, or proceeding and shall cooperate fully in the defense. If the COUNTY fails to promptly notify the applicant/permittee of any such claim, action, or proceeding or fails to cooperate fully in the defense, the applicant/permittee shall not, thereafter, be responsible to defend, indemnify or hold harmless the COUNTY.

The obligations imposed by this condition include, but are not limited to, the following: the applicant/permittee shall pay all legal services expenses the COUNTY incurs in connection with any such claim, action or proceeding, whether it incurs such expenses directly, whether it is ordered by a court to pay such expenses, or whether it incurs such expenses by providing legal services through its Office of County Counsel.

10. EVERY. 6 SPSC- Definitions

RECOMMND

The words identified in the following list that appear in all capitals in the attached conditions of Specific Plan No. 260A2 Substantial Conformance No. 1 shall be henceforth defined as follows:

SPECIFIC PLAN = Specific Plan No. 260A2[, Amendment No. 2].

12/30/15  
07:40

Riverside County LMS  
CONDITIONS OF APPROVAL

Page: 2

SUBST CONFORMANCE - SP Case #: SP00260S1

Parcel: 459-070-014

10. GENERAL CONDITIONS

10. EVERY. 6

SPSC- Definitions (cont.)

RECOMMND

SPECIFIC PLAN SUBSTANTIAL CONFORMANCE = Substantial  
Conformance No. 1 to Specific Plan No. 260A2.

CHANGE OF ZONE = Change of Zone No. 7870.

10. EVERY. 7

SPSC- SPSC description

RECOMMND

This SPECIFIC PLAN SUBSTANTIAL CONFORMANCE proposes to make  
the following minor alterations to the SPECIFIC PLAN:

- The boundary, land use designation, and unit allocations  
for Planning Areas 32 and 33B have been changed. Planning  
Area 32, which is approved for 98 Medium High Density  
Residential (MHDR) dwelling units on 20.2 acres, is now  
proposed for 152 Medium Density Residential (MDR) dwelling  
units on 33.2 acres. Planning Area 33B, which is approved  
for 108 MHDR dwelling units on 22.3 acres, is now proposed  
for 52 MDR units on 14.4 acres. The proposed density for  
Planning Area 32 would change from 4.9 dwelling units per  
acre (du/ac) to 4.6 du/ac, while the density for Planning  
Area 33B would change from 4.8 du/ac to 3.6 du/ac. The  
total number of dwelling units allocated to these two  
planning areas would be reduced from 206 dwelling units to  
204 dwelling units, and the total acreage would increase  
from 42.5 acres to 47.6 acres. A pocket park is also  
proposed at the eastern boundary between Planning Areas 32  
and 33B. Traditionally a change to the Land Use Designation  
would be processed as a Specific Plan Amendment; however,  
the previous version of the Specific Plan contained errors,  
the previous Land Use Designations for Planning Areas 32  
and 33b were labeled Medium High Density Residential (MHDR)  
but the unit count was below the minimum permitted by that  
designation. Therefore, the actual Land Use Designation  
should have been Medium Density Residential (MDR), which is  
reflected in the Substantial Conformance.

- The land use designations for Planning Areas 24, 25, 26,  
28, and 34 have been changed to reflect approved  
residential densities and ensure consistency with the  
existing land use categories of the County's General Plan,  
which was updated subsequent to the original approval of SP  
260. Under the current General Plan, residential densities  
of 2-5 du/ac are included in the MDR land use category,  
while residential densities of 5-8 du/ac are included in  
the MHDR category. The approved land use designations for