

1. *Executive Summary*

1.1 INTRODUCTION

This Draft Environmental Impact Report (DEIR) addresses the environmental effects associated with the implementation of the proposed Menifee General Plan. The California Environmental Quality Act (CEQA) requires that local government agencies, prior to taking action on projects over which they have discretionary approval authority, consider the environmental consequences of such projects. An Environmental Impact Report (EIR) is a public document designed to provide the public and local and State governmental agency decision-makers with an analysis of potential environmental consequences to support informed decision-making. This document focuses on those impacts determined to be potentially significant as discussed in the Initial Study completed for this project (see Appendix A).

This DEIR has been prepared pursuant to the requirements of CEQA, and the City of Menifee's CEQA procedures. The City of Menifee, as the lead agency, has reviewed and revised as necessary all submitted drafts, technical studies, and reports to reflect its own independent judgment, including reliance on applicable City technical personnel from other departments and review of all technical subconsultant reports.

Data for this DEIR was obtained from field observations, discussions with affected agencies, analysis of adopted plans and policies, review of available studies, reports, data and similar literature, and specialized environmental assessments (aesthetics, agricultural and forestry resources, air quality, biological resources, cultural resources, geological resources, greenhouse gases, hazards and hazardous materials, hydrology and water quality, land use, mineral resources, noise, population and housing, public services, recreation, transportation and traffic, and utilities and service systems).



1.2 ENVIRONMENTAL PROCEDURES

This DEIR has been prepared pursuant to CEQA to assess the environmental effects associated with implementation of the proposed project, as well as anticipated future discretionary actions and approvals. The six main objectives of this document as established by CEQA are listed below:

- 1) To disclose to decision makers and the public the significant environmental effects of proposed activities.
- 2) To identify ways to avoid or reduce environmental damage.
- 3) To prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.
- 4) To disclose to the public reasons for agency approval of projects with significant environmental effects.
- 5) To foster interagency coordination in the review of projects.
- 6) To enhance public participation in the planning process.

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An EIR is the most comprehensive form of environmental documentation identified in CEQA and the CEQA Guidelines and provides the information needed to assess the environmental consequences of a proposed project, to the extent feasible. EIRs are intended to provide an objective, factually supported, full-disclosure analysis of the environmental consequences associated with a proposed project that has the potential to result in significant, adverse environmental impacts.

An EIR is also one of various decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Prior to approving a proposed project, the lead agency must consider the information contained in the EIR, determine whether the EIR was properly prepared in accordance with CEQA and the CEQA Guidelines, determine that it reflects the independent judgment of the lead agency, adopt findings concerning the project's significant environmental impacts and alternatives, and must adopt a Statement of Overriding Considerations if the proposed project would result in significant impacts that cannot be avoided.

1.2.1 EIR Format

Sections 15122 through 15132 of the State CEQA Guidelines identify the content requirements for Draft and Final EIRs. An EIR must include a description of the environmental setting, an environmental impact analysis, mitigation measures, alternatives, significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts.

The environmental issues addressed in this DEIR were established through review of the project, existing conditions, and public and agency responses to the Notice of Preparation (NOP). This DEIR has been formatted as described below.

Section 1. Executive Summary. Summarizes the background and description of the proposed project, the format of this EIR, project alternatives, any critical issues remaining to be resolved, and the potential environmental impacts and mitigation measures identified for the project.

Section 2. Introduction. Describes the purpose of this EIR, background on the project, the Notice of Preparation, the use of incorporation by reference, and Final EIR certification.

Section 3. Environmental Setting. A description of the physical environmental conditions in the vicinity of the project as they existed at the time the Notice of Preparation was published, from both a local and regional perspective. The environmental setting provides baseline physical conditions from which the lead agency determines the significance of environmental impacts resulting from the proposed project.

Section 4. Project Description. A detailed description of the project, the objectives of the proposed project, the project area and location, approvals anticipated to be included as part of the project, the necessary environmental clearances for the project, and the intended uses of this EIR.

Section 5. Environmental Analysis. Provides, for each environmental parameter analyzed, a description of the thresholds used to determine if a significant impact would occur; the methodology to identify and evaluate the potential impacts of the project; the existing environmental setting; the potential adverse and beneficial effects of the project; the level of impact significance before mitigation; the mitigation measures for the proposed project; the level of significance of the adverse impacts of the project after mitigation is incorporated and the potential cumulative impacts associated with the proposed project and other existing, approved, and proposed development in the area.

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Section 6. Significant Unavoidable Adverse Impacts. Describes the significant unavoidable adverse impacts of the proposed project.

Section 7. Alternatives to the Proposed Project. Describes the impacts of the alternatives to the proposed project, including the No Project/Existing RCIP Alternative, Preserve Agriculture Alternative, and the Reduced Intensity Alternative.

Section 8. Impacts Found Not to Be Significant. Briefly describes the potential impacts of the project that were determined not to be significant by the Initial Study and were therefore not discussed in detail in this EIR.

Section 9. Significant Irreversible Changes Due to the Proposed Project. Describes the significant irreversible environmental changes associated with the project.

Section 10. Growth-Inducing Impacts of the Project. Describes the ways in which the proposed project would cause increases in employment or population that could result in new physical or environmental impacts.

Section 11. Organizations and Persons Consulted. Lists the people and organizations that were contacted during the preparation of this EIR for the proposed project.

Section 12. Qualifications of Persons Preparing EIR. Lists the people who prepared this EIR for the proposed project.

Section 13. Bibliography. A bibliography of the technical reports and other documentation used in the preparation of this EIR for the proposed project.

Appendices. The appendices for this document (in PDF format on a CD attached to the back cover) contain the following supporting documents:

- Appendix A NOP and Initial Study
- Appendix B NOP Comment Letters
- Appendix C General Plan Policies
- Appendix D Air Quality and Greenhouse Gas Emission Modeling
- Appendix E General Biological Resource Information
- Appendix F Cultural Resource Study
- Appendix G Safety Analysis
- Appendix H Noise Modeling
- Appendix I Traffic Study

1.2.2 Type and Purpose of This DEIR

This DEIR fulfills the requirements for a Program EIR as defined by State CEQA Guidelines (Section 15168, California Code of Regulations, Title 14, Division 6, Chapter 3). Although the legally required contents of a Program EIR are the same as those of a Project EIR, Program EIRs are typically more conceptual and may contain a more general discussion of impacts, alternatives, and mitigation measures than a Project EIR. As provided in Section 15168 of the State CEQA Guidelines, a Program EIR may be prepared on a series of actions that may be characterized as one large project. Use of a Program EIR provides the City (as lead agency) with the opportunity to consider broad policy alternatives and programwide mitigation measures



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and provides the City with greater flexibility to address project-specific and cumulative environmental impacts on a comprehensive basis.

Agencies generally prepare Program EIRs for programs or a series of related actions that are linked geographically, are logical parts of a chain of contemplated events, rules, regulations, or plans that govern the conduct of a continuing program, or are individual activities carried out under the same authority and having generally similar environmental effects that can be mitigated in similar ways. The proposed project covers plans and programs that would guide the future development of the City over more than 20 years. Therefore, this Program EIR meets the requirements of CEQA.

Once a Program EIR has been prepared, subsequent activities within the program must be evaluated to determine whether an additional CEQA document needs to be prepared. However, if the Program EIR addresses the program's effects as specifically and comprehensively as possible, many subsequent activities could be found to be within the Program EIR scope, and additional environmental documents may not be required (Guidelines Section 15168[c]). When a Program EIR is relied on for a subsequent activity, the lead agency must incorporate feasible mitigation measures and alternatives developed in the Program EIR into the subsequent activities (Guidelines Section 15168[c][3]). If a subsequent activity would have effects not within the scope of the Program EIR, the lead agency must prepare a new Initial Study leading to a Negative Declaration, Mitigated Negative Declaration, or an EIR. In this case, the Program EIR still serves a valuable purpose as the first-tier environmental analysis. The CEQA Guidelines (Section 15168[h]) encourage the use of Program EIRs, citing five advantages:

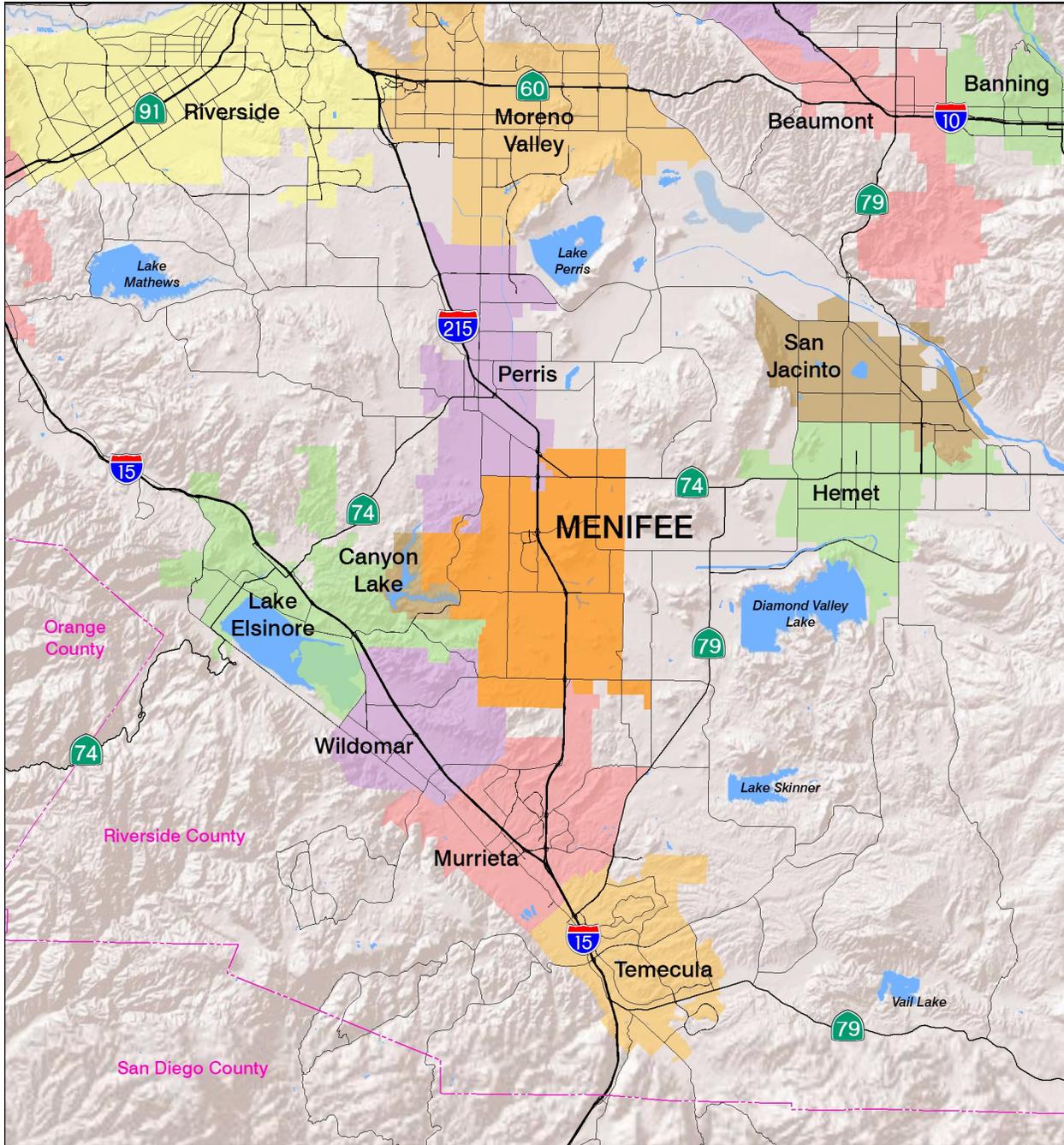
- Provide a more exhaustive consideration of impacts and alternatives than would be practical in an individual EIR;
- Focus on cumulative impacts that might be slighted in a case-by-case analysis;
- Avoid continual reconsideration of recurring policy issues;
- Consider broad policy alternatives and programmatic mitigation measures at an early stage when the agency has greater flexibility to deal with them; and
- Reduce paperwork by encouraging the reuse of data (through tiering).

1.3 PROJECT LOCATION AND EXISTING CONDITIONS

The City of Menifee is in western Riverside County, approximately 30 miles southeast of the City of Riverside. The City is generally bordered by the City of Perris and unincorporated county to the north; City of Canyon Lake, City of Lake Elsinore, and City of Wildomar to the west; City of Wildomar, City of Murrieta and unincorporated county to the south; and the unincorporated communities of Homeland and Winchester to the east (see Figure ES-1, *Regional Location*). Interstate 215 (I-215) bisects the City north to south. An aerial photograph of the City and surrounding area are shown in Figure ES-2, *Citywide Aerial*.

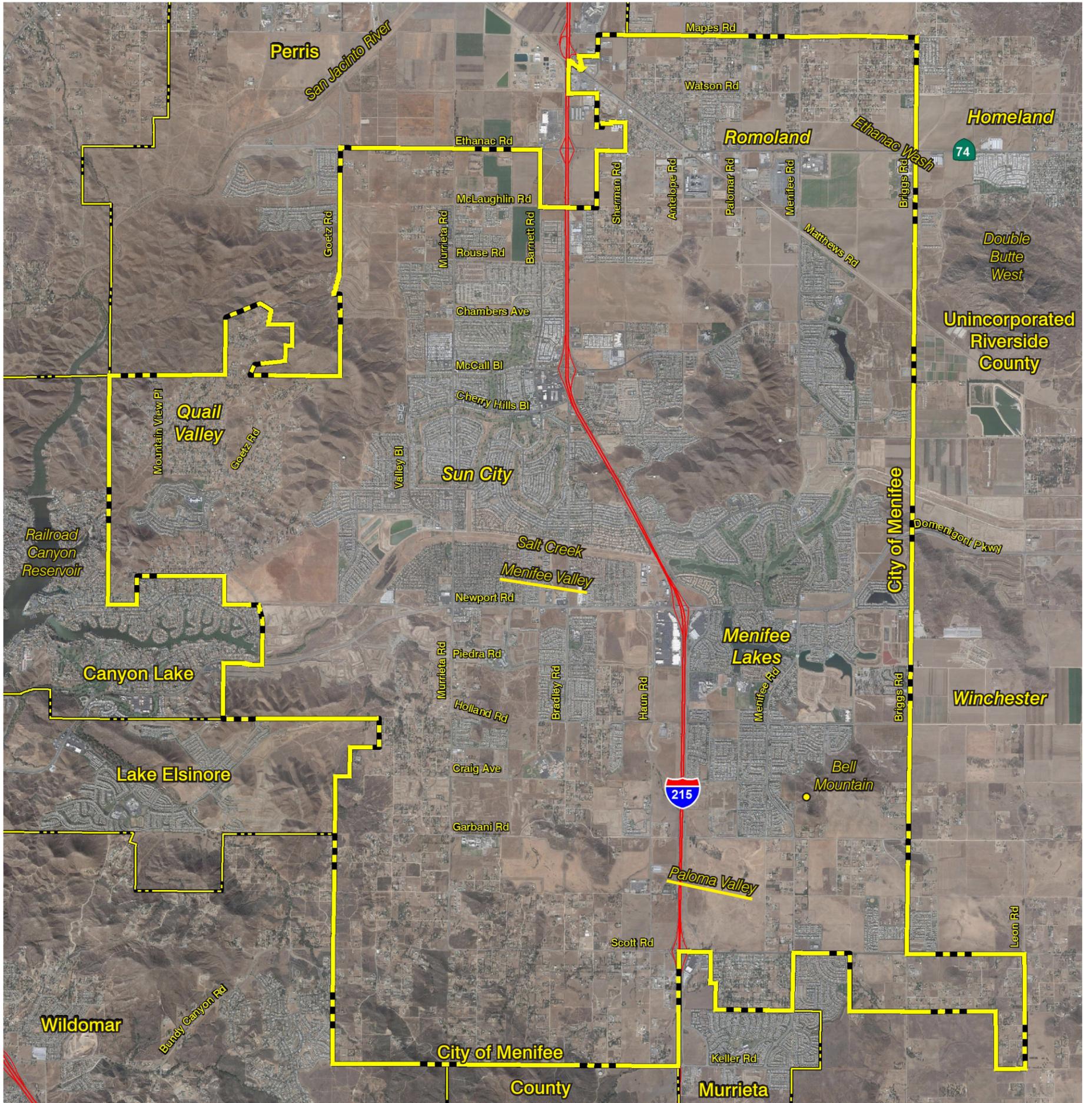
Figure ES-3, *Existing Land Uses*, shows existing conditions in the City of Menifee. The City has several land uses, including residential, commercial, office, industrial, institutional, utilities and public facilities, parks and open space, agriculture, waterways, and vacant land. Most of the existing residential land uses in Menifee occur in four areas: Menifee Lakes in the eastern part of the City; Quail Valley on the west side; Romoland in the north; and Sun City in the central part of the City. There are many residences in the City outside of these four areas, but they are generally spread out at low/rural residential densities.

Regional Location



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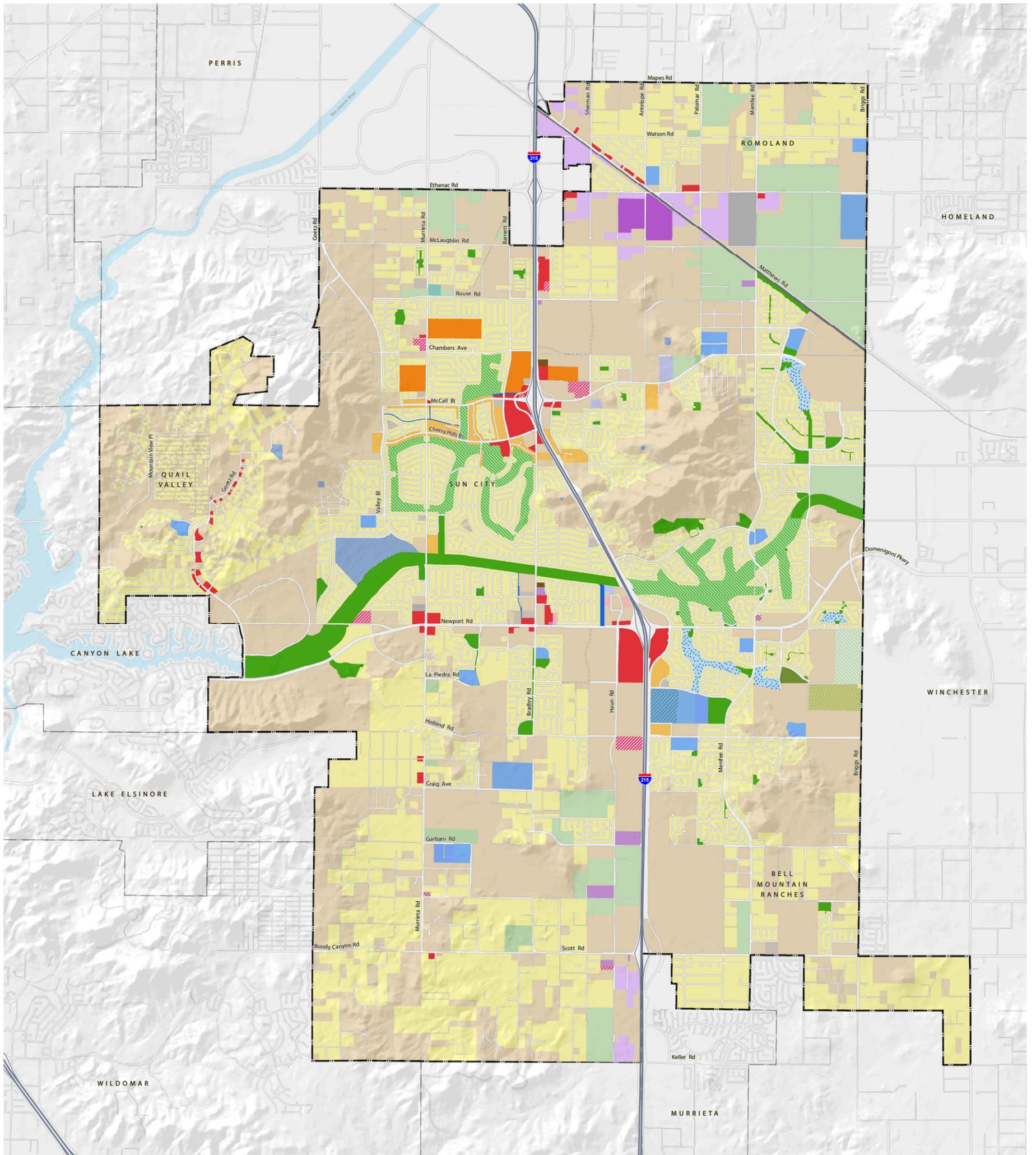
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Existing Land Uses



- | | | | | | |
|--|-------------------------------------|---------------------------------------|--|---------------------------------|--------------------------------|
| 1110 - Single Family Residential | 1231 - Storage | 1260 - Educational Institution | 1320 - Light Industrial | 1810 - Golf Courses | 2300 - Nursery |
| 1120 - Multi-Family Residential | 1232 - Commercial Recreation | 1262 - Elementary Schools | 1340 - Heavy Industrial | 1820 - Local Parks & Recreation | 3100 - Vacant Undifferentiated |
| 1130 - Mobile Homes & Trailer Parks | 1241 - Government Offices | 1263 - Junior or Intermediate Schools | 1412 - Railroads | 1840 - Cemeteries | 4000 - Water |
| 1100 - Other Residential | 1243 - Fire Stations | 1264 - Senior High Schools | 1431 - Electrical Power Facilities | 1850 - Wildlife Preserves | |
| 1210 - General Office Use | 1244 - Major Health Care Facilities | 1265 - Colleges & Universities | 1434 - Water Storage Facilities | 2000 - Agriculture | |
| 1230 - Retail Stores & Commercial Services | 1245 - Religious Facilities | 1310 - Light Manufacturing | 1437 - Improved Flood Waterways & Structures | 2400 - Dairy | |



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The largest portion of the land within the City boundaries (approximately 38 percent) is vacant. Approximately 33 percent is developed with residential land uses. Agricultural land uses account for approximately 6 percent (1,651 acres), and the remaining land (approximately 10 percent) is occupied by educational, commercial, industrial, manufacturing, utilities, golf courses, and local park and recreation land uses. The City currently has approximately 32,859 dwelling units and 11,982,509 square feet of nonresidential uses.

The City encompasses numerous brush-covered hills and low mountains surrounded by a series of interconnected, broad, nearly flat-bottomed valleys. Land cover on valley floors includes developed land uses, farm fields, and open undeveloped areas. Most hillsides are covered with coastal sage scrub interspersed with boulder outcrops. The development pattern in the parts of the City with suburban density—Menifee Lakes, Quail Valley, Romoland, and Sun City—consists mostly of one-story detached single-family homes. Commercial and industrial uses are located in several areas throughout Menifee but concentrated along the I-215 corridor, Newport Road, and Ethanac Road near SR-74. The City has four golf courses, two in Sun City and another two in Menifee Lakes. Most of the remainder of the City consists of vacant land, farms, and rural residential development. Farms scattered through several parts of the City represent the region's agricultural past and the ongoing transition from a rural agricultural character to a developed urban city. Sun City, built in 1960, was an early master-planned senior citizen community.

1.4 PROJECT SUMMARY

The Menifee General Plan includes forecasts of long-term conditions, outlines development goals and policies, and includes exhibits and diagrams. It guides growth and development within the City by designating land uses in the proposed land use map and through implementation of the goals and policies of the Menifee General Plan. It would also provide a long-term vision for the City, and through its implementation goals and policies, indicate how that vision may be achieved over time.



The **Land Use Element** describes goals and policies for areas within a jurisdiction's boundaries in both narrative and graphic terms and establishes development criteria and parameters, including building intensity and population density. Land use categories are used to depict the general distribution, location, and extent of public and private uses of land. The City of Menifee's Land Use Element also covers public utilities and infrastructure.

The **Circulation Element** deals with the identification, location, and extent of existing and proposed major thoroughfares, transportation routes, pedestrian and bicycle facilities, public transit routes, and neighborhood electric vehicle/golf routes, along with the movement of goods and location of scenic highways. It serves as the circulation plan for the City and must be correlated with the land use element.

The **Housing Element** analyzes housing needs for all income groups and demonstrates how to meet those needs. State law requires that this element be revised, at a minimum, every five years.

The **Open Space and Conservation Element** sets goals and policies to preserve open space for park and recreation purposes and addresses the comprehensive and long-range preservation of the City's natural landforms and other open space areas. It also provides guidance related to the protection of habitat and wildlife resources and the responsible conservation and use of minerals, energy, and water.

The **Noise Element** provides guidance related to noise conditions and identifies goals and policies aimed at mitigating and adapting to nuisance noise in the City.

The **Safety Element** identifies seismic, geologic, flood, and wildfire hazards and establishes policies to protect the community.

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The **Community Design Element** establishes the goals and policies that would create a built environment that fosters the enjoyment, financial benefit, and well-being of the entire community.

The **Economic Development Element** establishes goals and policies for encouraging private investment in Menifee, increasing the quantity and quality of jobs, expanding and diversifying revenue sources, providing for fiscal sustainability, and guiding financial decisions.

Proposed General Plan Land Use Designations

Figure ES-4, *Proposed Land Use Plan*, shows the preferred distribution of land use that would be implemented upon theoretical buildout of the Menifee General Plan. Land use designations define the amount, type, and nature of future development that is allowed in a given location of the City.

Projections shown in Table ES-1 are based on the theoretical buildout (dwelling units, population, nonresidential square footage, and employment) of each land use designation based on a range of allowable residential densities (expressed as units per acre) and nonresidential intensities (expressed as floor area ratio). Theoretical buildout of the proposed Land Use Plan is projected to accommodate approximately 63,754 dwelling units and 158,948 people.

Table ES-1
Future General Plan Buildout Projections

Land Use Category	Acres¹	Assumed Density (du/ac)^{1, 2}	Intensity (FAR)²	Units	Population³	Retail (Square Feet)	Nonretail (Square Feet)	Total (Square Feet)
Residential								
Rural Mountainous (RM)	464	0.10		46	120			
Rural Residential 5 ac min (RR5)	663	0.20		133	344			
Rural Residential 2 ac min (RR2)	1,629	0.50		815	2,106			
Rural Residential 1 ac min (RR1)	2,634	1.0		2,634	6,813			
Rural Residential 1/2 ac min (RR1/2)	756	2.0		1,512	3,909			
2.1–5 du/ac Residential (2.1-5R)	5,946	4.0		23,785	61,511			
5.1–8 du/ac Residential (5.1-8R)	639	6.0		3,833	9,912			
8.1–14 du/ac Residential (8.1-14R)	88	10.0		885	2,288			
14.1–20 du/ac Residential (14.1-20R)	None	18.0		None	None			
20.1–24 du/ac Residential (20.1-24R)	256	22.0		5,499	10,513			
Subtotal	13,075	—	—	39,141	97,515	—	—	—

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**Table ES-1
Future General Plan Buildout Projections**

<i>Land Use Category</i>	<i>Acres¹</i>	<i>Assumed Density (du/ac)^{1, 2}</i>	<i>Intensity (FAR)²</i>	<i>Units</i>	<i>Population³</i>	<i>Retail (Square Feet)</i>	<i>Nonretail (Square Feet)</i>	<i>Total (Square Feet)</i>
Nonresidential								
Commercial Retail (CR)	202		0.23			2,018,027		2,018,027
Commercial Office (CO)	10		0.35				150,369	150,369
Heavy Industrial (HI)	28		0.40				494,803	494,803
Business Park (BP)	413		0.38				6,836,666	6,836,666
Subtotal	653	—	—	—	—	2,018,027	7,481,838	9,499,865
Economic Development Corridor (EDC)	2,437	5.1–18.0	0.23–0.38	4,744	10,049	3,774,167	28,281,889	32,056,056
Subtotal (with EDC)	3,090			4,744	10,049	5,792,194	35,763,727	41,555,921
Specific Plan⁴								
Specific Plan (SP)	6,750			19,867	51,378	4,959,034	5,805,749	10,764,783
Subtotal	6,750⁵	—	—	19,867	51,378	4,959,034	5,805,749	10,764,783
Other								
Agriculture (AG)	79							
Conservation (OS-C)	1,664							
Recreation (OS-R)	725							
Water (OS-W)	69							
Public/Quasi-Public Facilities (PF)	484							
Public Utilities Corridor (PUC)	132							
Railroad (Rail)	25							
Right-of-Way (ROW)	3,720							
Subtotal	6,898							
Total	29,813	—	—	63,754	158,942	10,751,227	41,569,476	52,320,704

¹ Acres shown are adjusted gross acreages and do not include the right-of-way for roadways (Collector Roads and above) flood control facilities, or railroads.

² Density/Intensity includes both residential density, expressed as units per acre, and nonresidential intensity, expressed as floor area ratio (FAR), which is the amount of building square footage in relation to the size of the lot.

³ Projections of population by land use designation are based on a persons-per-household factor that varies by housing type. A 7.64 percent vacancy rate was assumed for population based on 2009 City of Menifee vacancy rate figures identified by the California Department of Finance.

⁴ The total number of units and square footage of retail and nonretail uses for specific plans were taken directly from the approved Land Use Plans associated with each adopted specific plan document. If the figures were unavailable, standard density and intensity assumptions were applied.

⁵ Of the 6,750 total acres in specific plan areas, approximately 1,782 acres (26 percent of the specific plan acreage) are dedicated to open space uses. These acres are in addition to the open space acreages identified in the land use designations.



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Optional Buildout Scenario

The Economic Development Corridor (EDC) designation is intended to provide economic vitality and flexibility in land use options to promote economic development along the City's major corridors.

Based on input from the public and direction from City Council, the proposed project includes two separate EDC buildout scenarios. The difference in buildout scenarios affects 197 acres in the southern portion of the City, west of I-215 and south of Scott Road designated Expanded Economic Development Corridor (EDC) Scenario below.

A summary of the differences between the Land Use Plan with the EDC and the Expanded EDC are provided below.

- Increase the EDC area
 - Add 197 acres to the EDC-designated area
 - Increase nonretail by 3,260,901 square feet
- Reduce the Rural Residential area
 - Remove 4 acres of the RR1 (1-acre minimum) land use designation and 193 acres of the RR2 (2 acres minimum) land use designation
 - Reduce population by 281 persons
 - Reduce total number of units by 101

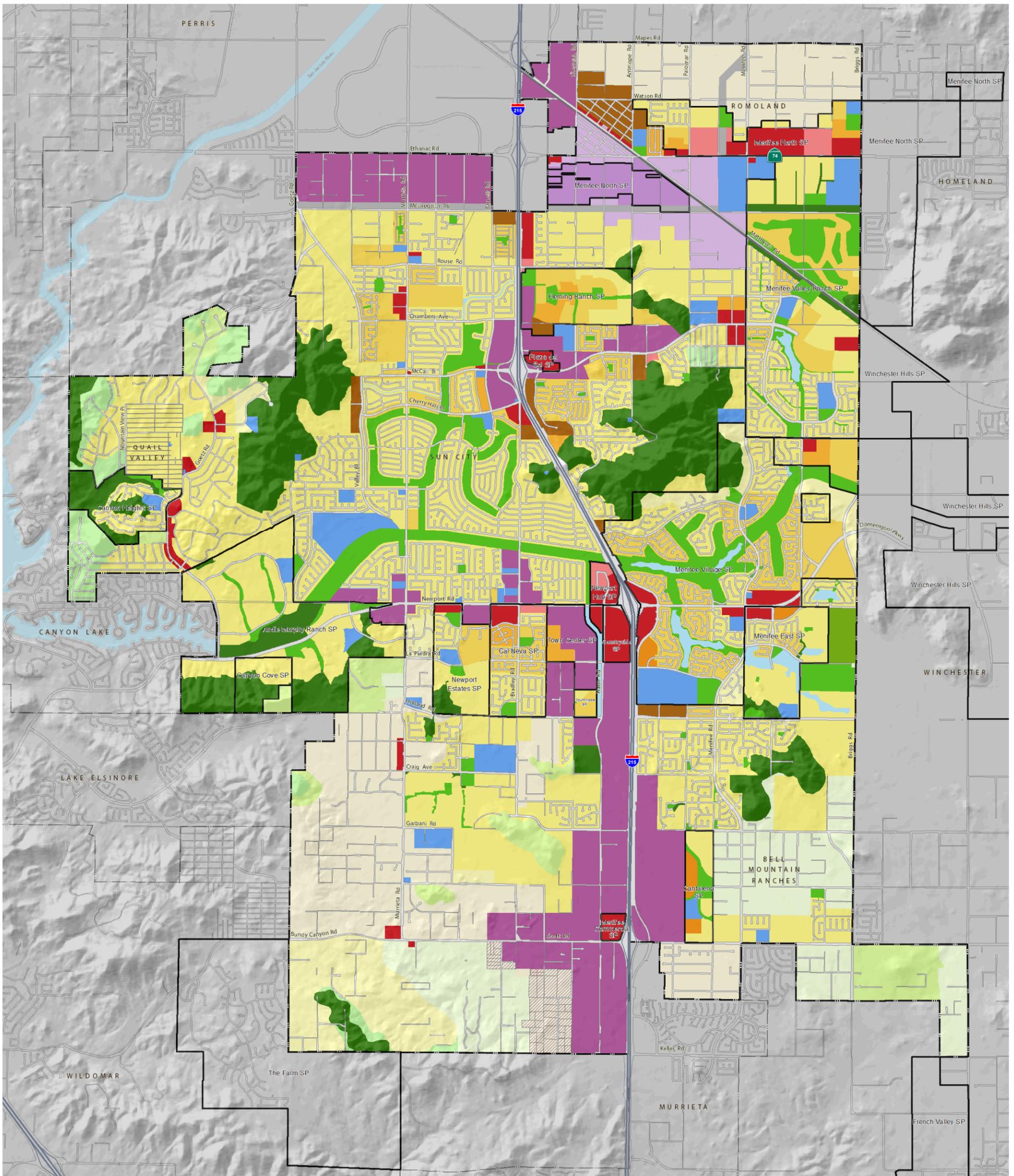
1.5 SUMMARY OF PROJECT ALTERNATIVES

CEQA states that an EIR must address "a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives" (14 California Code of Regulations 15126.6[a]). The following significant and unavoidable impacts are identified in Chapter 5, *Environmental Analysis*, of this Draft EIR: Agricultural Resources, Air Quality, Greenhouse Gas Emissions, Noise, Transportation and Traffic.

Agricultural Resources

- **Impact 5.2-1.** The proposed project would convert 162 acres of prime farmland, 218 acres of farmland of statewide importance, and 142 acres of unique farmland to nonagricultural use. Implementation of the General Plan would replace existing Important Farmland with urban development. Important Farmland conversion to nonagricultural uses would be a significant impact. The proposed Land Use Plan would ultimately convert all existing Important Farmland within the City to nonagricultural uses. The City is focusing on developing land in an economically productive way that would serve the growing population. Thus, Menifee's future development emphasizes mixed-use, commercial, industrial, and residential projects rather than supporting the continuation of agricultural uses, which are becoming less economically viable. Development and implementation of the General Plan would have significant impacts on agricultural resources.

Proposed Land Use Plan



Source: The Planning Center | DC&E, 2013

Rural Mountainous (RM) 10 ac min	2.1-5 du/ac Residential (2.1-5R)	Commercial Retail (CR) 0.20 - 0.35 FAR	Agriculture (AG)	Public Utility Corridor (PUC)
Rural Residential 5 ac min (RR5)	5.1-8 du/ac Residential (5.1-8R)	Commercial Office (CO) 0.25 - 1.0 FAR	Conservation (OS-C)	Railroad
Rural Residential 2 ac min (RR2)	8.1-14 du/ac Residential (8.1-14R)	Heavy Industrial (HI) 0.15 - 0.50 FAR	Recreation (OS-R)	Specific Plan (SP)
Rural Residential 1 ac min (RR1)	14.1-20 du/ac Residential (14.1-20R)	Business Park (BP) 0.25 - 0.60 FAR	Water (OS-W)	Expanded EDC Scenario
Rural Residential 1/2 ac min (RR1/2)	20.1-24 du/ac Residential (20.1-24R)	Economic Development Corridor (EDC)	Public/Quasi Public Facilities (PF)	

Note: Proposed Land Use Plan is illustrated with Expanded Economic Development Corridor Scenario.



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- **Impact 5.2-2.** General plan buildout would conflict with existing agricultural zoning. Six percent of the land area in Menifee is used for agricultural purposes, and those plus several more areas of the City are currently zoned for agricultural uses. The Menifee zoning code includes six separate designations specifically for agricultural land; the General Plan only includes one agriculture land use designation (Agriculture (AG)). The zoning code would remain as is for some time after adoption of the General Plan, which changes designations for all but one parcel of agricultural land (dairy/livestock feedyard along eastern edge of city just south of Newport Road). This would create conflicts between the zoning code and the General Plan land use designations on all but one parcel, until the zoning code is updated. Because there is agricultural zoning conflicts this impact is considered significant.
- **Impact 5.2-4.** The General Plan would result in the conversion of farmland to nonagricultural uses. Areas of Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance abut the City of Menifee along the north, east, and south boundaries. General Plan buildout would place developed urban land uses closer to those surrounding mapped farmland areas than currently exist. Environmental impacts of farming, such as odors, noise, and water and air pollution, may affect future residents of the City next to those surrounding farmland areas. General Plan buildout would also likely contribute to increases in the cost of land adjacent to farmland. Such potential conflicts between agricultural and urban land uses would add to pressures on owners of agricultural land to sell and/or convert the land to nonagricultural uses.

Although the Riverside County General Plan Final EIR originally required mitigation that would establish an Agricultural Mitigation Land Bank, shortly after EIR certification a CEQA decision by the California Court of Appeal held that a mitigation measure of this nature does not actually avoid or reduce the loss of farmland subject to development (*Friends of the Kangaroo Rat v. California Department of Corrections* (August 18, 2003) Fifth Appellate District Number F040956). Therefore, the Agricultural Land Mitigation Bank was not a valid form of mitigation for farmland conversion impacts. Accordingly, the County of Riverside deleted the EIR Mitigation Measure, and found farmland conversion impacts significant and unavoidable. Since then, two other California appellate courts have issued conflicting rulings on whether preservation of offsite farmland mitigates conversion of farmland on a project site to nonagricultural uses. The three rulings are unpublished and are not legal precedents, but do include arguments that might be used in future legislation or court opinions on this topic. One of the rulings: *County of Santa Cruz v. City of San Jose* (2003; WL No. 1566913) by the Sixth District Appellate Court found that preservation of offsite farmland does not mitigate conversion of farmland by a project because it does not create new farmland or offset the loss of farmland due to the project. The other ruling, *South County Citizens for Responsible Growth v. City of Elk Grove* (2004; WL No. 219789) by the Third District Court disagreed with the earlier two rulings. The last ruling stated that conservation fees can mitigate for the loss of agricultural lands by diminishing development pressures due to the conversion of farmland and reducing the domino effect created by projects. The question of whether offsite preservation of farmland mitigates conversion of farmland to nonagricultural uses has yet to be settled by the courts or the legislature.

Considering the economic and regulatory constraints on the viability of agriculture in western Riverside County, it is also uncertain whether offsite mitigation within western Riverside County would be effective as a long-term mitigation strategy. Given this uncertainty of the permissibility of this method of mitigation, no offsite mitigation is required here for conversion of farmland to nonagricultural uses. Similar to the County of Riverside finding, the conversion of farmland in Menifee is considered a significant and unavoidable impact of the General Plan project.



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Air Quality

- **Impact 5.3-1.** The General Plan would be inconsistent with SCAQMD's AQMP because buildout of the Land Use Plan would cumulatively contribute to the nonattainment designations of the SoCAB and the AQMP does not account for emissions associated with buildout of the General Plan post Year 2035. Mitigation measures incorporated into future development projects for operation and construction phases would reduce criteria air pollutant emissions associated with buildout of the proposed General Plan. Goals and policies included in the proposed General Plan would facilitate continued City cooperation with SCAQMD and SCAG to achieve regional air quality improvement goals, promotion of energy conservation design and development techniques, encouragement of alternative transportation modes, and implementation of transportation demand management strategies. However, no mitigation measures are available that would reduce impacts associated with inconsistency with the AQMP. Therefore, Impact 5.3-1 would remain significant and unavoidable.
- **Impact 5.3-2.** Construction activities associated with buildout of the General Plan would generate short-term emissions that exceed SCAQMD's regional and localized significance thresholds and would cumulatively contribute to the nonattainment designations of the SoCAB. Implementation of Mitigation Measure AQ-1 would reduce criteria air pollutant emissions from construction-related activities. However, due to the magnitude of emissions generated by future construction activities, no mitigation measures are available that would reduce impacts below SCAQMD's thresholds. Therefore, Impact 5.3-2 would remain significant and unavoidable.
- **Impact 5.3-3.** Buildout in accordance with the General Plan would generate long-term emissions that would exceed SCAQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations of the SoCAB. Goals and policies are included in the proposed General Plan that would reduce air pollutant emissions. Measures included as part of the General Plan to reduce idling and vehicle trip lengths and encourage use of alternative forms of transportation would also reduce criteria air pollutants within the City. However, due to the magnitude of emissions generated by office, commercial, industrial, and warehousing land uses, no mitigation measures are available that would reduce impacts below SCAQMD's thresholds. Therefore, Impact 5.3-3 would remain significant and unavoidable.
- **Impact 5.3-5.** Operation of new stationary/area sources and truck idling within the City of Menifee from buildout of the General Plan could expose sensitive receptors to toxic air contaminant concentrations. Buildout of the proposed General Plan could result in new sources of criteria air pollutant emissions and/or toxic air contaminants near existing or planned sensitive receptors. Goals and policies are included in the proposed General Plan that would reduce concentrations of criteria air pollutant emissions and TACs generated by new development. Review of projects by SCAQMD for permitted sources of air toxics (e.g., industrial facilities, dry cleaners, and gasoline dispensing facilities) would ensure health risks are minimized. Mitigation Measure AQ-3 would ensure mobile sources of TACs not covered under SCAQMD permits are considered during subsequent project-level environmental review. Development of individual projects may achieve the incremental risk thresholds established by SCAQMD. However, the incremental increase in health risk associated with individual projects is considered cumulatively considerable and would contribute to already elevated levels of cancer and noncancer health risks in the SoCAB. Therefore, Impact 5.3-5 would remain significant and unavoidable.

Greenhouse Gas Emissions

- **Impact 5.7-1.** General Plan buildout of the City of Menifee to the maximum level allowed would generate an increase in greenhouse gas (GHG) emissions over existing conditions. Goals and policies are included in the General Plan that would reduce GHG emissions. Compliance with the goals in the SCAG Regional GHG Reduction Plan and policies and implementation measures of the General Plan would ensure that long-term GHG emissions from buildout of the General Plan are reduced to the extent feasible. However, due to the magnitude of emissions generated by the buildout of residential, office, commercial, business park, and industrial land uses in the City, and the fact that no statewide long-term strategy to reduce emissions beyond year 2020 are available that would reduce impacts below SCAQMD's thresholds at buildout of the General Plan, GHG impacts would be significant and unavoidable.

Noise

- **Impact 5.12-1.** Buildout of the Proposed Land Use Plan, implementation of the Circulation Plan, and regional growth would result in an increase in traffic on local roadways. An increase in traffic would result in an increase in noise along roadways ranging from 0.0 to 19.1 dBA CNEL. The highest increase would occur in along areas that are least developed, along roadways that would be improved with additional lanes and connections currently not implemented, bringing an increase in pass-by traffic. Increases over individual projects associated with buildout of the proposed Land Use Plan would occur over a period of many years and the increase in noise on an annual basis would not be readily discernible because traffic and noise would increase incrementally.

Implementation of the General Plan includes several policies to protect noise-sensitive uses from excessive noise. Although these policies could in certain cases reduce or prevent significant increases in ambient noise at sensitive land uses under implementation of the proposed plan, measures to implement these policies would not be universally feasible, and some of the most effective noise-attenuation measures, including sound walls and berms, would be infeasible or inappropriate in a majority of locations where sensitive land uses already exist. Factors which would render these measures infeasible include but are not limited to cost, property access, aesthetic considerations, and negative impacts to pedestrian and bicycle connectivity. As substantial cumulative increases in the ambient noise environment would occur at existing uses from buildout of the proposed Land Use Plan, impacts would be significant and unavoidable.

Transportation and Traffic

- **Impact 5.16-2.** General Plan buildout trip generation would contribute to an exceedance of the CMP criteria at freeway mainline segments. The Congestion Management Program in effect in Riverside County was approved by the Riverside County Transportation Commission (RCTC) and adopted Level of Service (LOS) threshold of "E" for CMP facilities.

Three of the mainline segments on the I-215, from McCall Boulevard to south of Scott Road, currently operate and would continue to operate at LOS F at General Plan buildout. The proposed Land Use Plan would result in additional traffic volume that would cumulatively contribute to significant traffic impacts along this freeway segment. According to the CMP, when a deficiency is identified, a deficiency plan must be prepared by the local agency (in this case Caltrans). Other agencies identified as contributors to the deficiency, which includes the City of Menifee and the County of Riverside, will also be required to coordinate with Caltrans on the plan. Mitigation Measure T-3 requires the City to contribute to the preparation of the deficiency plan, which would reduce the



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impacts at the I-215 mainline segments. However, the I-215 is under Caltrans's sole jurisdiction, the City itself cannot implement the freeway improvements. The City's development impact fees cannot be used for improvements to roadway facilities under Caltrans jurisdiction, such as freeway mainline segments, and the City cannot widen the freeway. Consequently, impacts to freeway mainline segments would be significant and unavoidable

As described in Section 7 of this DEIR, three project alternatives were identified during the scoping process and analyzed for relative impacts to the proposed project:

- No Project/Existing RCIP Alternative
- Preserve Agriculture Alternative
- Reduced Intensity Alternative

1.5.2 No Project/Existing RCIP Alternative

Section 15126.6(e) of the CEQA Guidelines requires that an EIR evaluate and analyze the impacts of the "No-Project" Alternative. When the project is the revision of an existing land use or regulatory plan, policy, or ongoing operation, the no-project alternative is the continuation of the plan, policy, or operation into the future. Therefore, in the No Project/Existing RCIP Alternative, the current Land Use Plan would remain in effect. All proposed changes would not occur and the existing RCIP land use designations would allow for an increase in residential and decrease in nonresidential development with a total of 65,467 residential units, 35,349,846 square feet (sf) of nonresidential, and a total population of 197,054. This alternative would not include adoption of the General Plan, including the following elements: Land Use, Circulation, Housing, Open Space and Conservation, Noise, Safety, Community Design, Economic Development.

1.5.3 Preserve Agriculture Alternative

Under this alternative, the City would modify the proposed General Plan to prevent the conversion of mapped important farmland land to urban uses. Three categories of important farmland are evaluated under CEQA – prime farmland, farmland of statewide importance, and unique farmland. The important farmland in the City in 2010 totaled 522 acres, most of which was near the City's northern and eastern boundaries.

There were 1,572 acres of existing agricultural land uses in Menifee in 2010, including 101 acres of dairy use. Preservation of all of the existing agricultural use was not chosen for this alternative because much of the existing agricultural use, in the northeastern part of the City, is on land already approved for development by the County of Riverside with nonagricultural land uses under Specific Plan designations, and the City does not have the authority to reverse such approvals due to the executed development agreements.

1.5.4 Reduced Intensity Alternative

The Reduced Intensity Alternative is proposed to reduce significant and unavoidable impacts to air quality, greenhouse gas (GHG) emissions, noise, and transportation and traffic. In this alternative, residential and nonresidential development potential at General Plan buildout is reduced by 25 percent compared to the proposed project (see Table 7-5). Note that the buildout population of this alternative (119,207 people) would be half the growth anticipated under the proposed General Plan (158,942 people; 51 percent growth). The distribution of land use designations would be the same in this alternative as in the proposed project, but the densities would be reduced.

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1.6 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain issues to be resolved including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the proposed project, the major issues to be resolved include decisions by the lead agency as to the following:

1. Whether this DEIR adequately describes the environmental impacts of the project.
2. Whether the benefits of the project override environmental impacts that cannot be feasibly avoided or mitigated to a level of insignificance.
3. Whether the proposed land use changes are compatible with the character of the existing area.
4. Whether the identified goals, policies, and mitigation measures should be adopted or modified.
5. Whether there are other mitigation measures that should be applied to the project besides those identified in the DEIR.
6. Whether there are any alternatives to the project that would substantially lessen any of the significant impacts of the proposed project and achieve most of the basic project objectives.

1.7 AREAS OF CONTROVERSY

During the public review period for the NOP and prior to preparation of the DEIR, a public scoping meeting was held on August 2, 2012. The scoping meeting was held to determine the concerns of responsible and trustee agencies and the community regarding the General Plan. The scoping meeting was held at the City of Menifee Council Chambers and was attended by a number of community members and interested parties. Table ES-2 summarizes the issues identified by respondents to the NOP and attendees of the scoping meeting. The table also provides references to the sections of this DEIR in which these issues are evaluated.



**Table ES-2
NOP Comment Summary**

Commenting Agency or Person	Comment Type	Comment Summary	Issue Addressed In:
California Public Utilities Commission (07/19/12)	Rail Safety	<ul style="list-style-type: none"> • Recommends that the General Plan address safety in the rail corridor. 	Section 5.16 Transportation and Traffic; Section 5.8 Hazards and Hazardous Materials
County of Riverside, Transportation and Land Use Management Agency, Transportation Department (07/24/12)	Traffic	<ul style="list-style-type: none"> • Requests that the traffic study analyze impacts on Riverside County roadways and follow the Riverside County Traffic Study Guidelines. 	Section 5.16 Transportation and Traffic
Rick Croy (07/30/12)	Request for Notification	<ul style="list-style-type: none"> • Concerned about conversion of rural residential communities to intensive land uses. • Requests that individual property owners be notified prior to any change in their property's land use designation. 	Not Applicable

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**Table ES-2
NOP Comment Summary**

Commenting Agency or Person	Comment Type	Comment Summary	Issue Addressed In:
Bill Zimmerman (07/30/12)	Request for Notification	<ul style="list-style-type: none"> Concerned about conversion of rural residential communities to intensive land uses. Requests that individual property owners be notified prior to any change in their property's land use designation. 	Not Applicable
Sobobo Band of Luiseno Indians (07/25/12)	Cultural Resources	<ul style="list-style-type: none"> Identifies the City as falling within a Tribal Traditional Use Area. Requests that the Band be consulted and informed about future project developments. Requests that a Native American monitoring component be included in project mitigation. Requests that a Treatment and Dispositions Agreement be established. 	Section 5.5 Cultural Resources
South Coast Air Quality Management District (07/31/12)	Air Quality	<ul style="list-style-type: none"> Requests that analysis of potential air quality impacts utilizes AQMD methodology and standards. 	Section 5.3 Air Quality
TBJ Menifee, LLC (07/31/12)	Land Use	<ul style="list-style-type: none"> Requests that the General Plan EIR evaluate the more intense version of the Fleming Ranch Specific Plan. 	Chapter 7 Alternatives to the Proposed Project
County of Riverside, Waste Management Department (08/01/12)	Solid Waste	<ul style="list-style-type: none"> Requests that the EIR analyze potential solid waste impacts; offers measures to reduce those impacts. Requests that the closed Menifee Landfill maintain its existing land use designation. 	Section 5.17 Utilities and Service Systems
Trip Hord Associates (08/01/12) Trip Hord for Passco 2M, LLC (08/02/12)	Alternatives	<ul style="list-style-type: none"> Requests that the alternatives section of the EIR analyze a Small Estate land use designation on 50 acres of land along south side of Mapes Road. 	Chapter 7 Alternatives to the Proposed Project
Pechanga Cultural Resources (08/03/12)	Cultural Resources	<ul style="list-style-type: none"> Requests notification of further project developments. States that tribal consultation is required. Identifies the City as falling in a Culturally Sensitive Area. 	Section 5.5 Cultural Resources
Riverside County Airport Land Use Commission (ALUC) (08/06/12)	Land use compatibility; airport hazards	<ul style="list-style-type: none"> Requests that the General Plan be consistent with applicable airport land use compatibility plans and the California Airport Land Use Planning Handbook. Clarifies the scope of service available at Riverside Municipal Airport and the scale of operations at March Air Reserve Base. 	Section 5.8 Hazards and Hazardous Materials; Section 5.10 Land Use and Planning

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**Table ES-2
NOP Comment Summary**

Commenting Agency or Person	Comment Type	Comment Summary	Issue Addressed In:
City of Wildomar (08/07/12)	Land Use compatibility; Noise; Traffic	<ul style="list-style-type: none"> • Requests that compatibility between proposed land uses and land uses in adjacent areas of Wildomar be evaluated. • Requests that impacts of roadway improvements be evaluated in regards to noise and traffic in Wildomar. 	Section 5.10 Land Use and Planning; Section 5.16 Transportation and Traffic; Section 5.12, Noise
Menifee Union School District, Bruce Shaw (08/08/12)	Land Use; Public Schools; Traffic	<ul style="list-style-type: none"> • Questions purpose of Specific Plan land use designations. • Confirms that school impacts are potentially significant. • Expresses concern about ability of roadway infrastructure to accommodate traffic generation from new land uses. • Expresses concern about fire access roads. • Questions compliance of existing roadways with Complete Streets Act requirements. 	Section 5.14 Public Services; Section 5.16 Transportation and Traffic
Gresham Savage Noland & Tilden, Matthew Nelson (08/10/12)	Land Use error	<ul style="list-style-type: none"> • Requests that the Menifee Shopping Center Specific Plan be identified as an existing specific plan. 	Chapter 4 Project Description; Section 5.10 Land Use and Planning
City of Lake Elsinore (08/14/12)	Traffic	<ul style="list-style-type: none"> • Requests that traffic analysis address traffic impacts on roadway segments and intersections in the City of Lake Elsinore. • Requests that the Circulation Element address road width consistency for roadways that span both jurisdictions. 	Section 5.16 Transportation and Traffic



1.8 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Table ES-3 summarizes the conclusions of the environmental analysis contained in this EIR. Impacts are identified as significant or less than significant and for all significant impacts mitigation measures are identified. The level of significance after implementation of the mitigation measures is also shown.

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**Table ES-3
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.1 AESTHETICS			
5.1-1 Future development under the General Plan would alter the visual appearance of the City but would not substantially degrade the existing scenic vistas, visual character, or quality of the City or its surroundings.	Less Than Significant	No mitigation is required.	Less Than Significant
5.1-2 Implementation of the General Plan would not damage scenic resources within a state scenic highway.	Less Than Significant	No mitigation is required.	Less Than Significant
5.1-3 Implementation of the General Plan would generate additional light and glare.	Less Than Significant	No mitigation is required.	Less Than Significant
5.2 AGRICULTURE AND FORESTRY RESOURCES			
5.2-1 The proposed project would convert 162 acres of prime farmland, 218 acres of farmland of statewide importance, and 142 acres of unique farmland to nonagricultural use.	Potentially Significant	No feasible mitigation measures are available.	Significant and Unavoidable
5.2-2 General plan land use designations would conflict with existing agricultural zoning.	Potentially Significant	No feasible mitigation measures are available.	Significant and Unavoidable
5.2-3 General plan buildout would not convert forest to nonforest uses	Less Than Significant	No mitigation is required.	Less Than Significant

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**Table ES-3
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.2-4 The General Plan would result in the conversion of farmland to nonagricultural uses.	Potentially Significant	No feasible mitigation measures are available.	Significant and Unavoidable
5.3 AIR QUALITY			
5.3-1 The General Plan would be inconsistent with SCAQMD's AQMP because buildout of the Land Use Plan would cumulatively contribute to the nonattainment designations of the SoCAB and the AQMP does not account for emissions associated with buildout of the General Plan post Year 2035.	Potentially Significant	3-1 If, during subsequent project-level environmental review, construction-related criteria air pollutants are determined to have the potential to exceed the South Coast Air Quality Management District (SCAQMD) adopted thresholds of significance, the City of Menifee Community Development Director or designee shall require that applicants for new development projects incorporate mitigation measures as identified in the CEQA document prepared for the project to reduce air pollutant emissions during construction activities. Mitigation measures that may be identified during the environmental review include, but are not limited to: <ul style="list-style-type: none"> • Requiring fugitive dust control measures that exceed SCAQMD's Rule 403, such as: <ul style="list-style-type: none"> ○ Requiring use of nontoxic soil stabilizers to reduce wind erosion. ○ Applying water every four hours to active soil-disturbing activities. ○ Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials. • Using construction equipment rated by the United States Environmental Protection Agency as having Tier 3 (model year 2006 or newer) or Tier 4 (model year 2008 or newer) emission limits, applicable for engines between 50 and 750 horsepower. • Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards. • Limiting nonessential idling of construction equipment to no more than five consecutive minutes. 	Significant and Unavoidable

**Table ES-3
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<ul style="list-style-type: none"> Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the SCAQMD's website at: http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf. 	
<p>5.3-2 Construction activities associated with future projects pursuant to the General Plan would generate short-term emissions that could exceed SCAQMD's regional and localized significance thresholds and would cumulatively contribute to the nonattainment designations of the SoCAB.</p>	<p>Potentially Significant</p>	<p>Implementation of Mitigation Measure 3-1.</p>	<p>Significant and Unavoidable</p>
<p>5.3-3 Buildout in accordance with the General Plan would generate long-term emissions that would exceed SCAQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations of the SoCAB.</p>	<p>Potentially Significant</p>	<p>Implementation of Mitigation Measure 3-1.</p>	<p>Significant and Unavoidable</p>
<p>5.3-4 Buildout of the General Plan could site sensitive land uses near air pollution sources and therefore expose sensitive receptors to substantial pollutant concentrations.</p>	<p>Potentially Significant</p>	<p>3-2 The City shall require Project Applicants for residential or residential mixed-use projects within: 1) 1,000 feet from the truck bays of an existing distribution centers that accommodate more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units, or where transport refrigeration unit operations exceed 300 hours per week; 2) 1,000 feet of an industrial facility which emits toxic air contaminants; or 3) 500 feet of Interstate 215 (I-215) shall submit a health risk assessment (HRA) prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment (OEHHA) and the South Coast Air Quality Management District (SCAQMD).</p>	<p>Less Than Significant</p>

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**Table ES-3
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p>The HRA shall be submitted to the Community Development Director or designee prior to approval of any future discretionary residential or residential mixed-use project. If the HRA shows that the incremental cancer risk exceeds one in one hundred thousand (1.0E-05), the appropriate noncancer hazard index exceeds 1.0, or if the PM10 or PM2.5 ambient air quality standard increment exceeds 2.5 µg/m3 the HRA shall identify the level of high-efficiency Minimum Efficiency Reporting Value (MERV) filter required to reduce indoor air concentrations of pollutants to achieve the cancer and/or noncancer threshold.</p> <p>The Applicant shall be required to install high efficiency MERV filters in the intake of residential ventilation systems, consistent with the recommendations of the HRA. Heating, air conditioning and ventilation (HVAC) systems shall be installed with a fan unit power designed to force air through the MERV filter. To ensure long-term maintenance and replacement of the MERV filters in the individual units, the following shall occur:</p> <ul style="list-style-type: none"> a) Developer, sale, and/or rental representative shall provide notification to all affected tenants/residents of the potential health risk for affected units. b) For rental units, the owner/property manager shall maintain and replace MERV filters in accordance with the manufacture’s recommendations. The property owner shall inform renters of increased risk of exposure to diesel particulates when windows are open. c) For residential owned units, the Homeowner’s Association (HOA) shall incorporate requirements for long-term maintenance in the Covenant Conditions and Restrictions and inform homeowners of their responsibility to maintain the MERV filter in accordance with the manufacturer’s recommendations. The HOA shall inform homeowners of increased risk of exposure to diesel particulates when windows are open. 	

**Table ES-3
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		d) Outdoor active-use public recreational areas associated with development projects shall be located more than 500 feet from the nearest lane of traffic on the I-215 unless risk are below the thresholds identified above.	
5.3-5 Operation of new stationary/area sources and truck idling within the City of Menifee from buildout of the General Plan could expose sensitive receptors to substantial toxic air contaminant concentrations.	Potentially Significant	3-3 New industrial or warehousing land uses that 1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered transport refrigeration units (TRUs), and 2) are located within 1,000 feet of a sensitive land use (e.g., residential, schools, hospitals, nursing homes), as measured from the property line of the project to the property line of the nearest sensitive use, shall submit a health risk assessment (HRA) to the City of Menifee Community Development Department prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment and the South Coast Air Quality Management District. If the HRA shows that the incremental cancer risk exceeds one in one hundred thousand (1.0E-05), the appropriate noncancer hazard index exceeds 1.0, or if the PM ₁₀ or PM _{2.5} ambient air quality standard increment exceeds 2.5 µg/m ³ the applicant will be required to identify and demonstrate that Best Available Control Technologies for Toxics (T-BACTs) are capable of reducing potential cancer and noncancer risks to an acceptable level, including appropriate enforcement mechanisms. T-BACTs may include, but are not limited to, restricting idling onsite or electrifying warehousing docks to reduce diesel particulate matter, or requiring use of newer equipment and/or vehicles. T-BACTs identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site plan.	Significant and Unavoidable
5.3-6 Buildout of the Menifee General Plan Could potentially expose substantial numbers of people to nuisance odors.	Potentially Significant	3-4 If it is determined during project-level environmental review that a project has the potential to emit nuisance odors beyond the property line, an odor management plan may be required, subject to Community Development Director or designee review. Facilities that have the potential to generate nuisance odors include but are not limited to: <ul style="list-style-type: none"> • Wastewater treatment plants • Composting, greenwaste, or recycling facilities • Fiberglass manufacturing facilities 	Less Than Significant

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**Table ES-3
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> • Painting/coating operations • Large-capacity coffee roasters • Food-processing facilities <p>If an Odor Management Plan is determined to be required through CEQA review, the City shall require the project applicant to submit the plan prior to approval to ensure compliance with the South Coast Air Quality Management District's Rule 402, for nuisance odors. If applicable, the Odor Management Plan shall identify the best available control technologies for toxics (T-BACTs) that will be utilized to reduce potential odors to acceptable levels, including appropriate enforcement mechanisms. T-BACTs may include but are not limited to scrubbers (e.g., air pollution control devices) at the industrial facility. T-BACTs identified in the Odor Management Plan shall be identified as mitigation measures in the environmental document and/or incorporated into the site plan.</p>	

5.4 BIOLOGICAL RESOURCES

5.4-1	Development of the proposed project could impact the sensitive species.	Potentially Significant	<p>4-1</p> <p>Prior to project approvals, project applicants shall have a habitat assessment prepared by a qualified biologist for projects on undeveloped sites. The habitat assessment report shall be submitted to the City of Menifee Community Development Department prior to project approvals.</p> <ul style="list-style-type: none"> • If the findings of the habitat assessment show no sensitive species or suitable habitat occur on site, then no additional surveys or mitigation measures are required. • If the potential for sensitive species exist or suitable habitat exists on site, focused surveys or mitigation, if identified in the habitat assessment, shall be completed. Focused surveys conducted in the appropriate season for each species, as identified in the habitat assessment report, shall be conducted to determine presence/absence status. • If no sensitive species are identified through focused surveys, then no additional surveys or mitigation measures are required. • If suitable habitat for federal- or state-listed species, or if federal- or state-listed species are identified on the site, then the biologist conducting the 	Less Than Significant
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**Table ES-3
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		habitat assessments shall recommend measures to avoid impacts to the affected species or provide compensatory mitigation for such impacts. <ul style="list-style-type: none"> If suitable habitat for federal- or state-listed species, or if federal- or state-listed species are identified on the site, then the project applicant must consult with the US Fish and Wildlife Service and/or the California Department of Fish and Wildlife regarding avoidance and/or mitigation of impacts to those species. 	
5.4-2 General Plan buildout would result in the loss of riparian habitat.	Potentially Significant	4-2 Prior to project approvals, project applicants shall have the project site assessed for potential jurisdictional waters, wetlands, and/or riparian habitat by a professional biologist qualified to conduct jurisdictional delineations. <ul style="list-style-type: none"> If potential jurisdictional area is identified on the project site, the applicant shall have a full jurisdictional delineation completed by a qualified professional. The findings of the delineation shall be presented in a report. The qualified professional shall recommend mitigation measures in the report for avoiding, or compensating for, impacts to waters, wetlands, and riparian habitats. Jurisdictional delineation reports shall be presented to the US Army Corps or Engineers, Santa Ana Regional Water Quality Control Board or San Diego Regional Water Quality Control Board, and/or California Department of Fish and Wildlife for concurrence. Mitigation measures for impacts to jurisdictional waters, wetlands, and riparian habitat shall be determined by those agencies. 	Less Than Significant
5.4-3 The proposed project may impact jurisdictional waters.	Potentially Significant	Implementation of Mitigation Measure 4-2.	Less Than Significant
5.4-4 The proposed project would not affect wildlife movement.	Less Than Significant		Less Than Significant

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**Table ES-3
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.4-5 General plan buildout may impact bird species and Stephen's kangaroo rat; it would not conflict with plans and policies.	Potentially Significant	4-3 Prior to the issuance of grading permits for private development projects or prior to construction for public agency contracts, during the nesting season, February 1 to August 31, a preconstruction/pregrading field survey shall be conducted by a qualified biologist to determine if active nests of species protected by the Migratory Bird Treaty Act (MBTA) or the California Fish and Wildlife Code are present in the construction zone. <ul style="list-style-type: none"> • If active nests are not located within the project area an appropriate buffer shall be established (i.e., 500 foot radius of an active listed species or raptor nest, 300 foot for other sensitive or protected bird nests (nonlisted), or 100 foot for sensitive or protected songbird nests). Construction may be conducted during the nesting/breeding season outside the buffer. • If active nests are located during the preactivity field survey, no grading or heavy equipment activity shall take place within at least 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected species under MBTA or California Fish and Wildlife Code, bird nests (nonlisted), or within 100 feet of sensitive or protected songbird nests until the nest is no longer active. 4-4 Within 30 days prior to commencement of grading and construction activities, projects within the mapped burrowing Owl survey area shall have a preconstruction survey for resident Burrowing owls conducted by a qualified biologist. These surveys shall be required, in addition to the habitat assessment and focused surveys that would be required under Section 6.3.2 of the MSHCP. If ground-disturbing activities in these areas are delayed or suspended for more than 30 days after the preconstruction survey, the area shall be resurveyed for owls. Take of active nests shall be avoided. The preconstruction survey and any relocation activity shall be conducted in accordance with MSHCP instructions and/or guidelines and coordinated with the Regional Conservation Authority following accepted protocols. 4-5 The City shall continue to participate in the Stephens' Kangaroo Rat Habitat Conservation Plan including collection of mitigation fees for future projects.	Less Than Significant

**Table ES-3
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.5 CULTURAL RESOURCES			
5.5-1 The City of Menifee General Plan polices and state and federal regulations would ensure that historical resources would not be impacted on a programmatic level.	Less Than Significant	No mitigation is required.	Less Than Significant
5.5-2 Buildout of the Menifee General Plan could impact archaeological resources or paleontological resources.	Potentially Significant	<p>5-1 Prior to project approvals, applicants shall provide cultural resource investigations conducted by a qualified archaeologist. The investigation shall include a records search at the Eastern Information Center at the University of California, Riverside, and a field survey for surface archaeological resources. The qualified archaeologist shall conduct monitoring for archaeological resources where required based on the investigation findings. Should any cultural resources be discovered, no further grading shall occur in the area of the discovery until the Community Development Director is satisfied that adequate provisions are in place to protect these resources. Unanticipated discoveries shall be evaluated for significance by a professional archaeologist. If significance criteria are met, then the project archaeologist shall be required to perform data recovery, professional identification, radiocarbon dates, and other special studies; submit materials to a museum for permanent curation; and provide a comprehensive final report including catalog with museum numbers. Confidential information shall be restricted to a separate report that will be held by the City of Menifee and forwarded to relevant Native American tribes, but not made publicly available.</p> <p>5-2 In areas of high sensitivity for paleontological resources, each project shall retain a qualified paleontologist to monitoring ground disturbing activity. Should any potentially significant fossil resources be discovered, no further grading shall occur in the area of the discovery until the Community Development Director is satisfied that adequate provisions are in place to protect these resources. Unanticipated discoveries shall be evaluated for significance by a professional paleontologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates, and other special studies; submit materials to a museum for permanent</p>	Less Than Significant

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**Table ES-3
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p>5-3 curation; and provide a comprehensive final report including catalog with museum numbers to the City of Menifee Community Development Director.</p> <p>A cultural resources assessment prepared by a qualified archaeologist shall be required for any Specific Plan, or for any project that requires a General Plan amendment. The assessment shall include a records search at the Eastern Information Center at the University of California, Riverside, and a field survey for surface archaeological resources. General findings of the cultural resources assessment, such as presence of resources, shall be incorporated into the CEQA documentation. Detailed information on any cultural resources identified, such as locations and types of resources, shall be documented in a separate confidential report that shall be submitted to the City of Menifee and shall not be available to the public; a copy of the report shall be forwarded to relevant Native American tribes.</p> <p>5-4 Prior to the issuance of grading permits for a project for which the CEQA document defines cultural resource mitigation for potential tribal resources, the project applicant shall contact the relevant Native American tribes to notify them of the grading, excavation, and monitoring program. The applicant shall coordinate with the City of Menifee and the tribal representative(s) to develop a monitoring program that address the designation, responsibilities, and participation of tribal monitors during grading, excavation, and ground-disturbing activities; scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site. The City of Menifee shall be the final arbiter of the conditions for projects within the City's jurisdiction.</p>	
5.5-3 The proposed project could disturb human remains.	Less Than Significant	No mitigation is required.	Less Than Significant
5.6 GEOLOGY AND SOILS			
5.6-1 Buildout of the proposed General Plan would subject people and structures to substantial ground shaking.	Less Than Significant	No mitigation is required.	Less Than Significant

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5.6-2 General Plan buildout would not subject persons and structures to substantial hazards arising from seismic-related liquefaction.	Less Than Significant	No mitigation is required.	Less Than Significant
5.6-3 Buildout of the General Plan would not put people or structures at risk from earthquake-induced landslides.	Less Than Significant	No mitigation is required.	Less Than Significant
5.6-4 General Plan buildout could cause soil erosion.	Less Than Significant	No mitigation is required.	Less Than Significant
5.6-5 Soil conditions could result in risks to life or property.	Less Than Significant	No mitigation is required.	Less Than Significant
5.6-6 Use of septic tanks or other alternative waste water disposal systems would be supported.	Less Than Significant	No mitigation is required.	Less Than Significant
5.7 GREENHOUSE GAS EMISSIONS			
5.7-1 Buildout of the proposed General Plan would result in an increase in GHG emissions compared to existing conditions and would neither meet the AB 32 reduction target nor achieve the long-term GHG reductions goals under Executive Order S-03-05.	Potentially Significant	a) The City of Menifee General Plan includes policies and measures (shown in EIR GHG section Table 5.7-9) for the City to implement in support of achieving the reduction target of AB 32 and the statewide GHG reduction goal of Executive Order S-03-05. b) Implementation of Mitigation Measure 3-1 under Air Quality.	Significant and Unavoidable
5.7-2 The City of Menifee General Plan would not Conflict with CARB's 2008 Scoping Plan or SCAG's 2012 RTP/SCS.	Less Than Significant	No mitigation is required.	Less Than Significant

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5.8 HAZARDS AND HAZARDOUS MATERIALS				
5.8-1	Future industrial and commercial development may involve the transport, use, and/or disposal of hazardous materials.	Less Than Significant	No mitigation is required.	Less Than Significant
5.8-2	Portions of the City of Menifee are included on a list of hazardous materials sites.	Less Than Significant	No mitigation is required.	Less Than Significant
5.8-3	Implementation of the General Plan would not conflict with height limitations or land use compatibility in airport land use plans for March Air Reserve Base and Perris Valley Airport.	Less Than Significant	No mitigation is required.	Less Than Significant
5.8-4	Implementation of the Menifee General Plan would not adversely affect the implementation of an emergency response or evacuation plan.	Less Than Significant	No mitigation is required.	Less Than Significant
5.8-5	Portions of the City of Menifee are located within high and very high fire risk areas and could expose structures and/or residences to fire danger.	Less Than Significant	No mitigation is required.	Less Than Significant
5.9 HYDROLOGY AND WATER QUALITY				
5.9-1	General Plan buildout would increase surface water flows into drainage systems within the watershed.	Less Than Significant	No mitigation is required.	Less Than Significant

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5.9-2 General Plan buildout would not substantially reduce groundwater recharge.	Less Than Significant	No mitigation is required.	Less Than Significant
5.9-3 Portions of the proposed development area are located within a 100-year flood hazard area.	Less Than Significant	No mitigation is required.	Less Than Significant
5.9-4 During the construction of development projects there is the potential for short-term unquantifiable increases in pollutant concentrations. After project development, the quality of storm runoff may be altered.	Less Than Significant	No mitigation is required.	Less Than Significant
5.9-5 Parts of the City are within the dam inundation area for Diamond Valley Lake and Lake Perris.	Less Than Significant	No mitigation is required.	Less Than Significant
5.9-6 Parts of the City could be subject to flooding due to seiches or mudflows.	Less Than Significant	No mitigation is required.	Less Than Significant
5.10 LAND USE AND PLANNING			
5.10-1 Implementation of the Menifee General Plan would not divide an established community.	Less Than Significant	No mitigation is required.	Less Than Significant
5.10-2 Implementation of the Menifee General Plan would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect.	Less Than Significant	No mitigation is required.	Less Than Significant

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5.10-3 Implementation of the Menifee General Plan would not conflict with the adopted Western Riverside Multiple Species Habitat Conservation Plan or Stephens' Kangaroo Rat Habitat Conservation Plan.	Less Than Significant	No mitigation is required.	Less than significant
5.11 MINERAL RESOURCES			
5.11-1 Implementation of the Menifee General Plan would not result in the loss of availability of a known mineral resource.	Less Than Significant	No mitigation is required.	Less Than Significant
5.12 NOISE			
5.12-1 Buildout of the proposed Land Use Plan would result in an increase in traffic on local roadways and the I-215 freeway in the City of Menifee, which would substantially increase the existing noise environment.	Potentially Significant	No feasible mitigation measures are available.	Significant and Unavoidable.
5.12-2 Sensitive land uses would not be exposed to substantial levels of aircraft noise.	Less Than Significant	No mitigation is required.	Less Than Significant
5.12-3 Sensitive land uses would not be exposed to substantial levels of rail noise.	Less Than Significant	No mitigation is required.	Less Than Significant
5.12-4 Noise-sensitive uses would not be exposed to elevated noise levels from transportation sources.	Less Than Significant	No mitigation is required.	Less Than Significant

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<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.12-5 Construction activities associated with buildout of the individual land uses and projects for implementation of the General Plan would substantially elevate noise levels in the vicinity of noise-sensitive land uses.	Less Than Significant	No mitigation is required.	Less than significant
5.12-6 Buildout of the individual land uses and projects for implementation of the General Plan would not expose sensitive uses to strong levels of groundborne vibration.	Less Than Significant	No mitigation is required.	Less Than Significant
5.13 POPULATION AND HOUSING			
5.13-1 Implementation of the General Plan would directly and indirectly result in population growth in the project area.	Less Than Significant	No mitigation is required.	Less Than Significant
5.13-2 General Plan buildout would convert some areas with existing residential to other uses.	Less Than Significant	No mitigation is required.	Less Than Significant
5.14 PUBLIC SERVICES			
FIRE PROTECTION AND EMERGENCY SERVICES			
5.14-1 The Riverside County Fire Department would expand in response to the demand from new structures, residents, and workers in the City's boundaries.	Less Than Significant	No mitigation is required.	Less Than Significant

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POLICE PROTECTION			
5.14-2 The Riverside County Sheriff's Department would expand in response to the demand from new structures, residents, and workers into the City's boundaries.	Less Than Significant	No mitigation is required.	Less Than Significant
SCHOOL SERVICES			
5.14-3 The proposed project would generate new students who would impact the school enrollment capacities of area schools.	Less Than Significant	No mitigation is required.	Less Than Significant
LIBRARY SERVICES			
5.14-4 General Plan buildout would generate additional population increasing the service needs for the local libraries.	Less than Significant	No mitigation is required.	Less Than Significant
5.15 RECREATION			
5.15-1 Implementation of the General Plan would generate additional residents that would increase the use of existing park and recreational facilities.	Less Than Significant	No mitigation is required.	Less Than Significant
5.15-2 Project implementation would not result in environmental impacts to provide new and/or expanded recreational facilities.	Less Than Significant	No mitigation is required.	Less Than Significant

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5.16 TRANSPORTATION and TRAFFIC			
5.16-1 Traffic volumes associated with General Plan buildout would exceed roadway capacity at various locations throughout the city.	Potentially Significant	16-1. As development occurs, the City of Menifee shall implement intersection improvements identified below. When applicable, implementation of transportation improvements shall be conducted in coordination with Caltrans and/or the County of Riverside. The intersection improvements are ultimately subject to the review, approval, modification, and implementation of the City. Further environmental review may be required on a project-specific basis for certain intersection improvements. <ul style="list-style-type: none"> a) Bradley Road at McCall Blvd <ul style="list-style-type: none"> a. add a second northbound right-turn lane b. add a third eastbound through lane c. add a third westbound through lane b) Haun Road at Newport Road <ul style="list-style-type: none"> a. add a fourth eastbound through lane b. add a fourth westbound through lane c. remove both the northbound (east leg) and southbound (west leg) crosswalks c) Menifee Road at SR-74 (Pinacate Rd.) <ul style="list-style-type: none"> a. add a second northbound right-turn lane d) Menifee Road at McCall Boulevard <ul style="list-style-type: none"> a. add a southbound right-turn overlap phase b. add a second westbound right-turn lane 16-2. Prior to issuance of each building permit, appropriate Traffic Impact and TUMF fees shall be paid by the property owner/developer in amounts determined by the City Council Resolution in effect at the time of issuance of the building permit.	Less Than Significant

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5.16-2 Traffic volumes at General Plan buildout would exceed with the applicable congestion management plan criteria at three mainline segments of the I-215.	Potentially Significant	16-3. The City of Menifee shall contribute to the preparation of the deficiency plan, which will consider mitigation measures, including Transportation Demand Management (TDM) strategies and transit alternatives, and a schedule for mitigating deficiency to reduce impacts at the I-215 mainline segments. Once the need for improvements has been identified by Caltrans for a particular freeway mainline segment and a program for implementing the required improvements has been developed, the City will coordinate with Caltrans, as appropriate. Contributions may be in the form of developer fees, freeway improvements, development in lieu of fees, state or federal funds, or other programs, as appropriate. Contributions required of individual development projects will be determined on a project-by-project basis at the time of development application review and will be based on a traffic analysis undertaken for individual development project applicants	Significant and Unavoidable
5.16-3 Circulation improvements associated with General Plan buildout would be designed to adequately address potentially hazardous conditions (sharp curves, etc.), potential conflicting uses, and emergency access.	Less Than Significant	No mitigation is required.	Less Than Significant
5.16-4 General plan buildout would comply with adopted policies, plans, and programs for alternative transportation.	Less Than Significant	No mitigation is required.	Less Than Significant
5.16-5 Air traffic patterns would not be changed by the General Plan buildout.	Less Than Significant	No mitigation is required.	Less Than Significant
5.17 UTILITIES AND SERVICE SYSTEMS			
5.17-1 Water supply and delivery systems are adequate to meet project requirements.	Less Than Significant	No mitigation is required.	Less Than Significant

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5.17-2 There is adequate water treatment capacity in the region for forecast water demand by General Plan buildout.	Less Than Significant	No mitigation is required.	Less Than Significant
5.17-3 There is sufficient wastewater treatment capacity in the region for projected wastewater generation by General Plan buildout.	Less Than Significant	No mitigation is required.	Less Than Significant
5.17-4 The General Plan would not permit industrial land uses that would exceed wastewater treatment requirements of the Santa Ana and/or San Diego Regional Water Quality Control Boards.	Less Than Significant	No mitigation is required.	Less Than Significant
5.17-5 General Plan buildout would involve construction of new and expanded storm drainage facilities.	Less Than Significant	No mitigation is required.	Less Than Significant
5.17-6 There is adequate landfill capacity in the region to accommodate solid waste that would be generated by General Plan buildout.	Less Than Significant	No mitigation is required.	Less Than Significant
5.17-7 There are sufficient electricity and natural gas supplies available to the region for projected energy demands by General Plan buildout, and no additional electricity or natural gas supplies would be needed.	Less Than Significant	No mitigation is required.	Less Than Significant

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