



CITY OF MENIFEE

SUBJECT: Menifee Valley Specific Plan

MEETING DATE: February 7, 2024

TO: Mayor and City Council

PREPARED BY: Ryan Fowler, Principal Planner

REVIEWED BY: Cheryl Kitzerow, Community Development Director

APPROVED BY: Rebekah Kramer, Acting City Manager

APPLICANT: Minor Ranch, LLC

RECOMMENDED ACTION

1. Adopt a Resolution certifying the Environmental Impact Report (State Clearinghouse No. 2022030233), adopting the Findings of Fact and Statement of Overriding Considerations, and adopting the Mitigation Monitoring and Reporting Program for the Menifee Valley Specific Plan (MVSP) Project located north of the Burlington Northern Santa Fe Railroad tracks and Matthews Road, west of Briggs Road, south of State Route 74 (SR-74), and east of Menifee Road; and
2. Adopt a Resolution approving General Plan Amendment No. PLN 21-0336; and
3. Introduce an Ordinance approving Change of Zone No. PLN 21-0335, Specific Plan Amendment No. PLN 21-0221, and Specific Plan No. PLN 21-0217; and
4. Adopt a Resolution approving Tentative Tract Map No. PLN 22-0033; and
5. Introduce an Ordinance approving Development Agreement No. PLN 22-0033.

PROJECT DESCRIPTION

The following entitlement applications are associated with the proposed Project:

General Plan Amendment (GPA) No. PLN 21-0336 proposes to change the General Plan land, use map to include the MVSP land use designation and remove the portion of Menifee Valley Ranch Specific Plan No. 301 (SP 301) proposed to be removed under Specific Plan Amendment No. PLN 21-0221.

Specific Plan Amendment (SPA) No. PLN 21-0221 proposes to remove parcels located north of Matthews Road, south of SR-74, east of Menifee Road, and west of Briggs Road from SP 301. The removal of this area from SP 301 would reduce the size of SP 301 from 1,548.3 to 942.0 acres and would reduce the number of permitted residential units within SP 301 by 1,718 units.

Change of Zone (CZ) No. PLN 21-0335 proposes to revise the City Zoning Map to include the MVSP (Specific Plan No. PLN 21-0217) zone. The change of zone is required to change the SP 301 zoning designation to MVSP.

Specific Plan (SP) No. PLN 21-0217 proposes the separate and distinct MVSP described in more detail below on 590.3 acres.

Tentative Tract Map (TTM) No. PLN 22-0033 (TTM No. 38303) includes an 11-lot subdivision to establish the boundaries and dimensions of streets and the proposed mass grading for the MVSP. Following map recordation, the final map would become the legal document that identifies the lots consistent with the specific planning areas and backbone infrastructure to allow for future subdivision maps to be filed.

Development Agreement (DA) No. PLN 21-0338 between the Applicant and the City identifies the terms for development of the Project site and identifies the Applicant's obligations associated with the proposed Project. The DA refers to the MVSP for the allowable land uses in the Specific Plan area and outlines other terms and commitments associated with the Specific Plan's approval and implementation.

LOCATION

The Project is generally located within SP 301 in the northeastern portion of the City of Menifee in Riverside County, California (Assessor Parcel Numbers [APNs] 331-260-005 through -009, 331-270-005, 331-280-005, 331-290-004, 331-300-002, -004, -005, -007, and -013, 333-170-006 and -011 through -013).

The areas surrounding the Project site consist of a mix of land uses, including industrial, residential, and public/quasi-public facilities. The Project site is bounded on the north by SR-74 and the west by Menifee Road, both identified in the City's General Plan as designated truck routes. Directly south are the Riverside County Transportation Commission (RCTC) rail corridor, SCE transmission facilities, and Matthews Road (a dirt road designated only as a paper street). Directly to the east is Briggs Road. To the west of the Project site is Menifee Road with Southern California Edison (SCE) Valley Power Station across the street and the SCE service station at the southeast corner of Menifee and SR-74, which is a facilities and operations maintenance facility. Nearby single-family residential uses include the Heritage Lake residential community to the south on the opposite side of the RCTC rail corridor and other residential subdivisions under the jurisdictional authority of unincorporated Riverside County to the east of Briggs Road. Vacant land planned for commercial and industrial uses is located to the north across SR-74. At the southwest corner of the SR-74/Briggs Road intersection is Heritage High School, with the high school property directly abutting the Project site boundary on the high school site's west and south sides.

Project Location



FIGURE 1

LEGEND

-  Proposed Menifee Valley Specific Plan
-  Approved Specific Plan 301



GENERAL PLAN/ZONE

General Plan

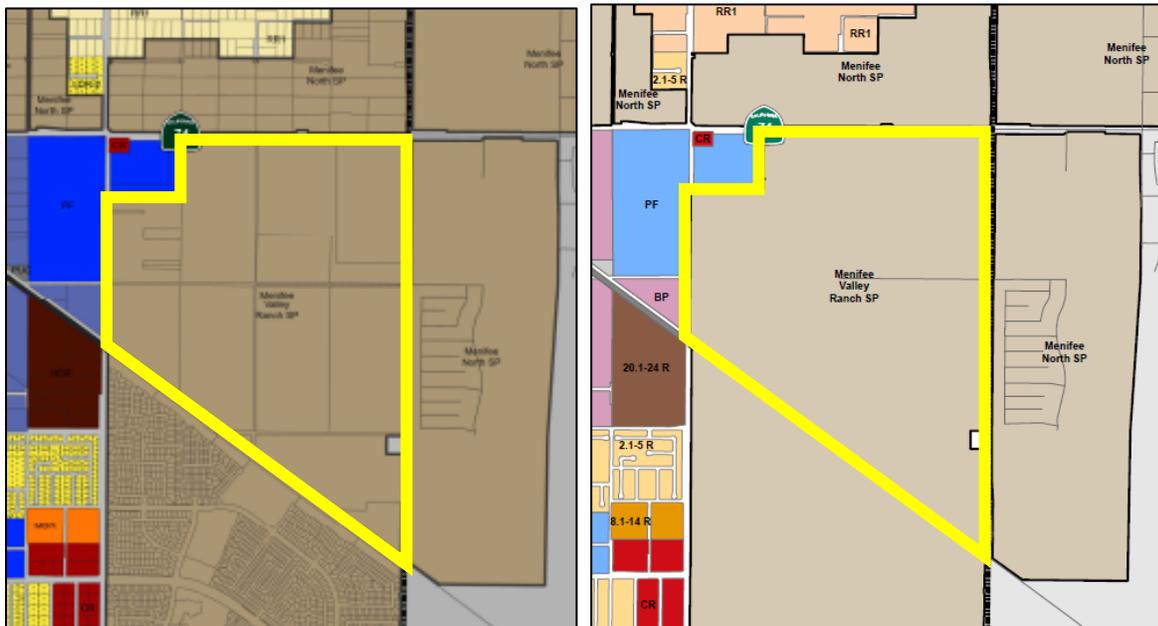
The General Plan land use designation of the site is SP 301. However, the Project includes a GPA to change the General Plan land use map to include the MVSP land use designation and remove the portion of SP 301. The Project also includes a SPA to remove the Project site from SP 301 and a Specific Plan application to include the Project site within the new MVSP.

The intent of the Specific Plan General Plan land use designation is to recognize areas where a Specific Plan is in place and to provide policies, standards and criteria for the development or redevelopment of these areas. The Project, specifically the proposed Specific Plan, provides the policies, standards and criteria for development of the area.

Zoning

The zoning designation of the Project site is SP 301. However, the Project includes CZ No. PLN 21-0335 which proposes to revise the City Zoning Map to include the MVSP zone, and SPA No. PLN 21-0221 proposes to remove a 590.3-acre portion of SP 301, and SP No. PLN 21-0217 proposes to establish land uses and development standards for the same 590.3-acre site.

Zoning Map & General Plan Land Use Map



BACKGROUND

January 10, 2024 Planning Commission Hearing

At the January 10, 2024 Planning Commission meeting, the Commission voted unanimously to adopt Resolutions recommending the City Council certify the Environmental Impact Report (EIR), adopt the Finding of Fact (Findings) and Statement of Overriding Considerations (SOOC), and a Mitigation Monitoring and Reporting Program (MMRP), and approve all entitlements for the Project with two modifications:

1. First, they instructed Staff to add a recital to the project resolution that the Developer would be encouraged to work collaboratively with Staff and the Economic Development Coalition (EDC) to attract businesses seeking space between 100,000 to 500,000 square feet buildings to encourage diversity of business types, multi-tenant building design and to discourage distribution uses within Planning Area 12; and,
2. Second, they instructed Staff to include a berm within the cross section between Planning Area 10 (Business Park) and the adjacent residential uses. This revision was made to Exhibit in the Specific Plan

Two people spoke in support of the project: 1) John Wuerth, Water Resources Manager, representing Eastern Municipal Water District (EMWD); and 2) Connie Stopher, Executive Director, representing the EDC. There were two individuals who expressed concerns regarding the Project: 1) Alex Madrid representing the Western States Regional Council of Carpenters; and 2) Patricia Brenes representing the City of Perris. In addition, the City received comment letters/emails in response to the Notice of Public Hearing and Final EIR from the following:

- Mitchell M. Tsai Law Firm
- Riverside County Flood Control and Water Conservation District
- Angela Little, Winchester landowner
- The City of Perris

Additionally, City received letters of support from the following:

- William Cunningham, North Bayport Industrial Park II, Ltd
- Riverside Co. Chapter of the Building Industry of Southern California
- Multiple emails to Commissioners

Note additional comment letters were received in response to the Draft EIR. However, those comment letters received responses within the Final Environmental Impact Report (FEIR), as is required per State California Environmental Quality Act (CEQA) Guidelines.

Under CEQA, the City is not required to respond to comments on the FEIR. However, Staff reviewed each of the letters, consulted with legal counsel and the environmental consultant and determined that no additional information or substantial evidence was provided by any of the commenters that would require changes to the EIR. Staff and the Planning Commission's assessment affirms the FEIR fully complies with the provisions of CEQA and is complete and adequate.

However, responses to the comment letters from Mitchell M. Tsai Law Firm and the City of Perris are provided within the attachments of this Staff Report package to add further clarification to the administrative record.

Previous County of Riverside Entitlements

The Project site is located within the approved SP 301 adopted by Riverside County Board of Supervisors on April 29, 1997. For this Project site, the County of Riverside in 2005 also approved two TTMs (TR 31811 and TR 31812). TR 31811 was approved for the subdivision of 205.2 acres into 559 single-family residential lots and 15 open spaces. TR 31812 was approved for the subdivision of 346.4 acres into 737 single-family residential lots, 6 lots for future triplex development, and 8 open space lots, including a golf course. Both maps have since expired.

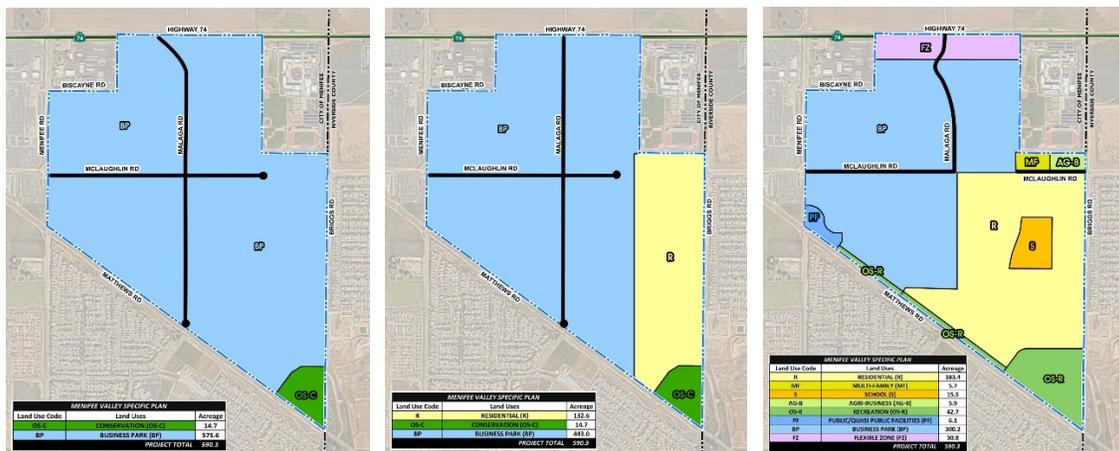
Pre-Application Review No. 2017-161

In June 2017, the Project Applicant submitted a Pre-Application Review (PAR) application for the Project site. PAR No. 2017-161 proposed a change to TTM No. 31812 approved for the subdivision of 346.4 acres into 737 single family residential lots, six lots for future triplex development and eight open space lots for active and passive recreation uses. The Applicant proposed a change by subdividing 351.5 acres into 431 single-family residential lots, two condominium lots, two lots for water quality management purposes, five lots for recreational purposes, and 54 open space lots and one 225-acre remainder lot. At the time, Planning staff informed the Project Applicant that an SPA to amend the land use map boundaries of the Specific Plan and a CZ to amend planning area development standards would be required to be submitted. Note this version of the plan included no industrial, commercial or civic uses, as compared to the current Project.

SP No. 2018-181 and SPA No. 2018-182

In July 2018, the Project Applicant submitted applications for a Specific Plan Amendment (SPA 2018-182) and a new Specific Plan (SP 2018-181). This initial proposal did not include any of the industrial, commercial or civic uses. Later versions, however, included Retail – Mixed Use and Civic uses on approximately the same areas as what is currently proposed—albeit the Retail – Mixed Use was approximately half the size of the area currently proposed. Ultimately, SP 2018-181 and SPA 2018-182 were withdrawn and replaced with the current Project.

SP 2018-181 and SPA 2018-182 Subsequently Proposed Land Use Maps



Planning Commission Ad-Hoc Committee

On July 10, 2019, the Planning Commission established an Ad-Hoc Subcommittee to tour Brookfield Residential's New Haven community in Ontario to visit a project with similar housing types/design as proposed as part of the Project. Commissioners Madrid and Thomas were appointed to the Ad-Hoc Committee and toured the Ontario project with staff in August 2019.

Early Iterations of the Currently Proposed Land Use Map

The currently proposed Project application, submitted June 2021, was originally envisioned by the Developer as a Business Park supporting light industrial, logistics, and supply chain businesses. Later residential uses were introduced along the easterly side of the Project site. Throughout the planning process, the plan became more refined and diverse, and the following uses were added:

- Additional residential
- Commercial flex space along SR-74
- Additional commercial retail along SR-74
- Modification of industrial to business park west of/adjacent to Heritage High School
- An elementary school in the center of the residential area
- Greenbelts along the southerly edge
- A public facility site in the southwesterly corner
- Multi-family and agri-business uses south of/adjacent to Heritage High School
- McLaughlin Road east-west through the Project site

2023 Ontario Ranch Site Visit

In May 2023, City staff traveled to Ontario, California to meet with Project Applicant team members to tour and discuss the Ontario Ranch master-planned development, which contained many similar elements to what is proposed under this Project, including master-planned residential communities, open space and recreational amenities, and commercial-retail development. The tour also included multiple visits to large-scale industrial developments. This tour was used to better understand and plan for the eventual end product that is envisioned for this Project site.

DISCUSSION

General Project Characteristics

The proposed Project would facilitate the development of the 590.3-acre Project site as a mixed-use, master-planned community through the approval of the MVSP. The planned community would provide economic development and jobs to the City, improve the ratio of jobs to housing in Menifee, deliver a mix of uses, and maintain the maximum residential unit count of 1,718 that was previously approved for the Project site by SP 301.

The MVSP Land Use Plan divides the 590.3-acre property into 13 "Planning Areas". The southern and eastern portions of the MVSP will accommodate the 1,718 housing units, providing an array of housing types and neighborhood amenities, including greenbelts, trails, a public sports park and aquatics center, open space and an elementary school site. The northern and western

portions of the MVSP area are reserved for Business Park, Commercial Business Park, and Commercial areas that will allow uses which foster economic activity and promote job growth. A Civic Node is positioned in the southwest portion of the MVSP site where the City may locate a fire station, transit stop, and/or other needed public or quasi-public uses.

The Project includes improvements to existing roadways along the Project frontages, utility connections, landscaping, multi-use paths, and construction of a non-vehicular bridge, as well as offsite roadway improvements proposed to address circulation issues to implement the level-of-service (LOS) goals set forth in the Circulation Element of the City's General Plan.

Specific Plan

The Specific Plan is a regulatory document that establishes the land use designations, building intensities, development standards (zoning), design guidelines, and implementation procedures for buildout of the 590.3-acre Project site. In addition, infrastructure improvements such as roads, water, wastewater, and storm water drainage systems are addressed by the Specific Plan to ensure their proper sizing and timely installation. The Specific Plan is organized into the following seven sections:

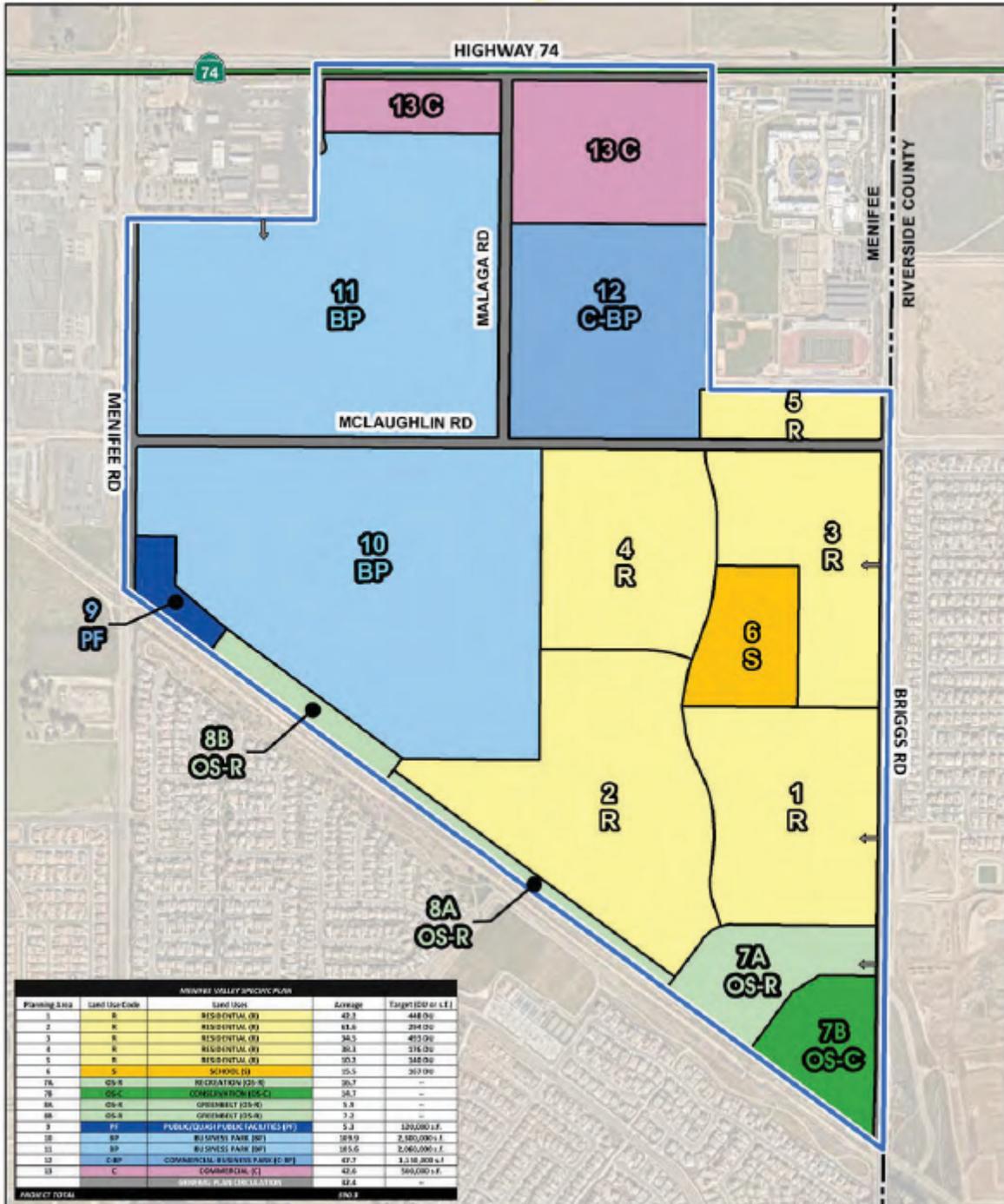
- Section 1: Introduction
- Section 2: Land Use Plan
- Section 3: Mobility and Infrastructure Plans
- Section 4: Development Standards
- Section 5: Landscape Standards
- Section 6: Architectural Guidelines
- Section 7: Administration and Implementation

During preparation of the MVSP, many factors were considered to ensure a thoughtfully designed and master planned community. The Specific Plan utilized the City of Menifee's General Plan and the City's Design Guidelines as a starting point and establishes the following as the overall objectives of the Specific Plan:

- Implement the City of Menifee's General Plan, which envisions that the geographic area governed by the MVSP will be developed into a high-quality master planned community that demonstrates consistency with the City's General Plan policies.
- Plan for the development of a contemporary mixed-use community that internally balances housing needs and community amenities with job-producing businesses that are economically viable in a 21st century economy.
- Locate businesses that rely on transportation efficiency along Menifee Road and SR-74, which are established truck routes.
- Ensure that Business Park, Commercial-Business Park, and Commercial areas are designed as places where businesses can prosper, attract economic investment to the City of Menifee, and provide goods, services, and job opportunities to the surrounding community and region.
- Concentrate residential uses in the eastern portion of the property and provide opportunities in the Residential areas for supportive uses that are important to households such as a K-5 school, green spaces, recreational amenities, and agri-commercial uses such as a community farm.

- Physically separate Residential, Commercial Business Park, and Business Park areas through traditional and creative means such that the uses are complementary and supportive while limiting real and perceived conflicts associated with the adjacency of these uses.
- Create gathering spaces and encourage outdoor movement in the form of parks, paseos, streetside green spaces, and outdoor employee amenity areas.
- Position a public facility/civic node in a convenient location that provides opportunity for a new fire station, a new rail corridor transit stop, and other public or quasi-public uses.
- Preserve Granite Hill in permanent open space, while allowing trails and other non-invasive activities that will protect the tangible and intangible assets of the landform. No development or fuel modification is permitted within Planning Area 7B, except as necessary for the construction of Briggs Road.
- Provide a comprehensive circulation network with integrated mobility options by introducing traffic calming features in the Residential areas, by providing pedestrian and bicycle paths and amenities throughout the community, and by providing a non-vehicular bridge connection to the Heritage Lake community to the south.
- Identify and implement infrastructure improvements to provide adequate and reliable water, reclaimed water, sewer, and storm drain service for the community.
- Create a cohesive architectural and landscape theme that ties the various components of the community together to appear as a unified, defined and recognizable place.

Conceptual Land Use Plan



MENIFEE VALLEY SPECIFIC PLAN				
Planning Area	Land Use Code	Land Uses	Acreage	Target (DU or s.f.)
1	R	RESIDENTIAL (R)	42.2	448 DU
2	R	RESIDENTIAL (R)	61.6	294 DU
3	R	RESIDENTIAL (R)	34.5	493 DU
4	R	RESIDENTIAL (R)	38.3	176 DU
5	R	RESIDENTIAL (R)	10.2	140 DU
6	S	SCHOOL (S)	15.5	167 DU
7A	OS-R	RECREATION (OS-R)	16.7	--
7B	OS-C	CONSERVATION (OS-C)	14.7	--
8A	OS-R	GREENBELT (OS-R)	5.9	--
8B	OS-R	GREENBELT (OS-R)	7.2	--
9	PF	CIVIC NODE	5.3	120,000 s.f.
10	BP	BUSINESS PARK (BP)	109.9	2,300,000 s.f.
11	BP	BUSINESS PARK (BP)	105.6	2,060,000 s.f.
12	C-BP	COMMERCIAL-BUSINESS PARK (C-BP)	47.7	1,150,000 s.f.
13	C	COMMERCIAL (C)	42.6	560,000 s.f.
		GENERAL PLAN CIRCULATION	32.4	--
PROJECT TOTAL			590.3	

Illustrative Site Plan

The Illustrative Site Plan is presented below. This is one of many potential building scenarios for the Specific Plan. However, this plan was used to visualize how the community could be developed and to evaluate how the development standards contained within the Specific Plan would function under a test-case scenario. As noted on the image below, the Illustrative Site Plan is conceptual only. The actual building footprints, uses, and site plan configurations will all be evaluated as future implementing projects are brought forward for review and approval.

Illustrative Site Plan



**Note: The illustrative site plan is conceptual only.
Site-specific development configurations will be
determined as part of future implementing projects**

Circulation

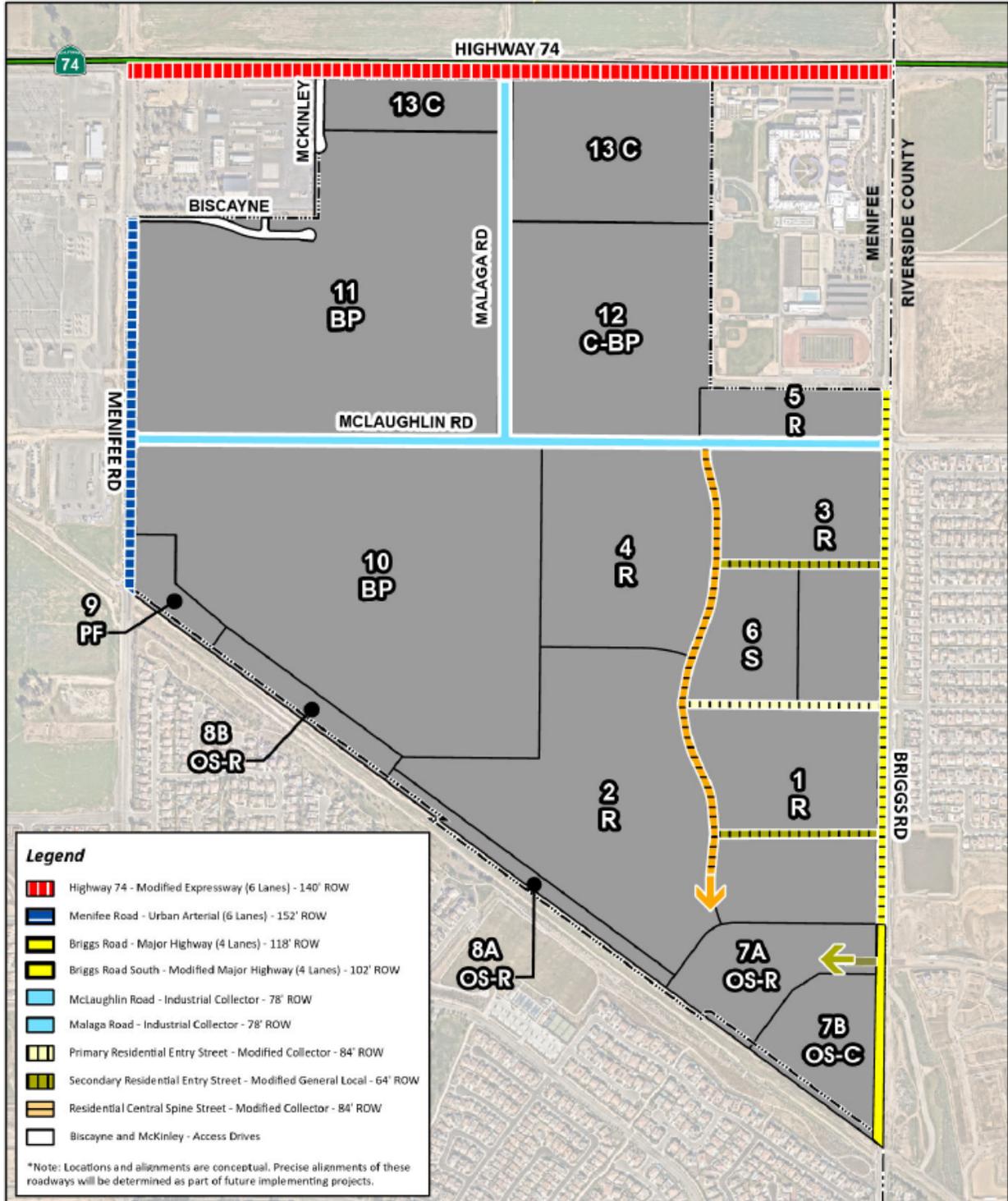
Vehicular Circulation

The Vehicular Circulation Plan, contained within the Specific Plan, involves frontage improvements to the perimeter roads, including SR-74, Menifee Road, and Briggs Road. The internal street system reinforces the concept of traditional residential neighborhood design in the easterly portion the Specific Plan and ease of access for business and commerce in the northerly and westerly portions of the Specific Plan.

The residential and non-residential components of the community only share internal vehicular access along McLaughlin Road to maximize the separation of vehicles accessing residential neighborhoods from trucks, service vehicles, and employees accessing the business park, commercial-business park, and commercial areas in the westerly and northerly portions of the Specific Plan area as much as feasible. In addition, a roundabout is proposed at the intersection of the Residential Center Spine Road and McLaughlin Road to prevent trucks from traveling eastbound past the roundabout.

Vehicular access into and through residential neighborhoods will occur by Residential Collector Streets and the eastern segment of McLaughlin Road connecting to Briggs Road. An internal Central Spine Street is envisioned as a main internal north/south street connecting residential neighborhoods, parks, and the K-5 school site in Planning Area 6. Primary vehicular access to the Business Park, Commercial-Business Park, and Commercial areas will occur by Malaga Road and the westerly segment of McLaughlin Road, which connect with SR-74 and Menifee Road, respectively.

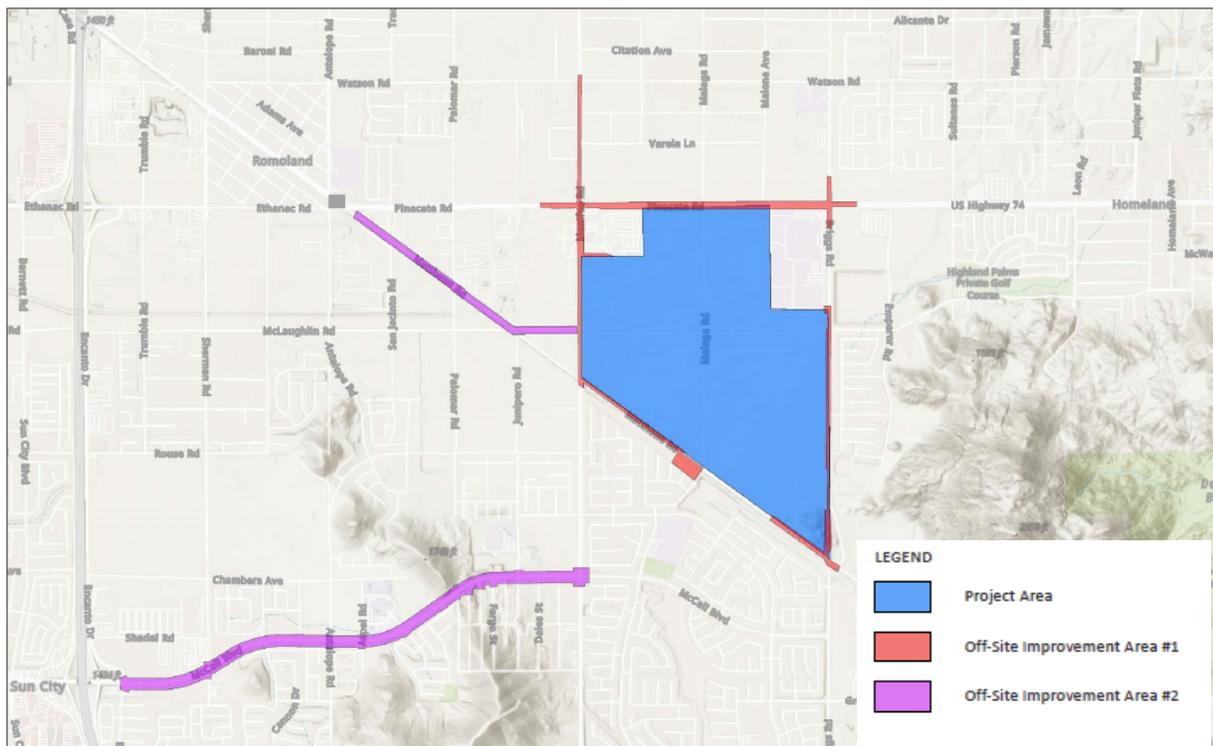
Vehicular Circulation Plan



The Project includes two sets of off-site improvement areas. The first set of off-site improvements includes improvements to existing roadways along the Project frontage (e.g., Menifee Road, SR-74, and Briggs Road), utility connections (e.g., water, sewer, stormwater, electricity, internet, and natural gas), landscaping, and construction of a non-vehicular bridge to connect the Specific Plan site to the Heritage Lake community to the south (up to 59.0 acres total).

In addition, a second set of off-site roadway improvements are proposed to address circulation issues and to implement the LOS goals set forth in the Circulation Element of the City's General Plan. These roadway improvements, which include widening and additional turn lanes as required, include Matthews Road/Case Road (between Menifee Road and Ethanac Road), McLaughlin Road (between Matthews Road/Case Road and Menifee Road), widening McCall Boulevard (between Encanto Drive and Menifee Road), and enforcing diversion of southbound project truck traffic to the Ethanac Road interchange using the McLaughlin Road extension to Matthews Road/Case Road. Roadway improvements include possible relocation of overhead and underground utility infrastructure, additional road signage, traffic rerouting, road resurfacing and expansion, and walkways and road lighting. These improvements would result in these roadway segments being built out to their ultimate configurations as identified in the City's General Plan Circulation Element (Circulation Element Exhibit C-3).

Offsite Improvement Area



Bus and Rail Transit Options

There is existing Riverside Transit Agency (RTA) service along SR-74. Also, the City of Menifee General Plan identifies potential future transit service along Menifee Road. At the time that road improvement plans or subdivision maps are filed for development adjacent to these roads, locations of bus stops or turnouts will be determined in consultation with RTA and the City.

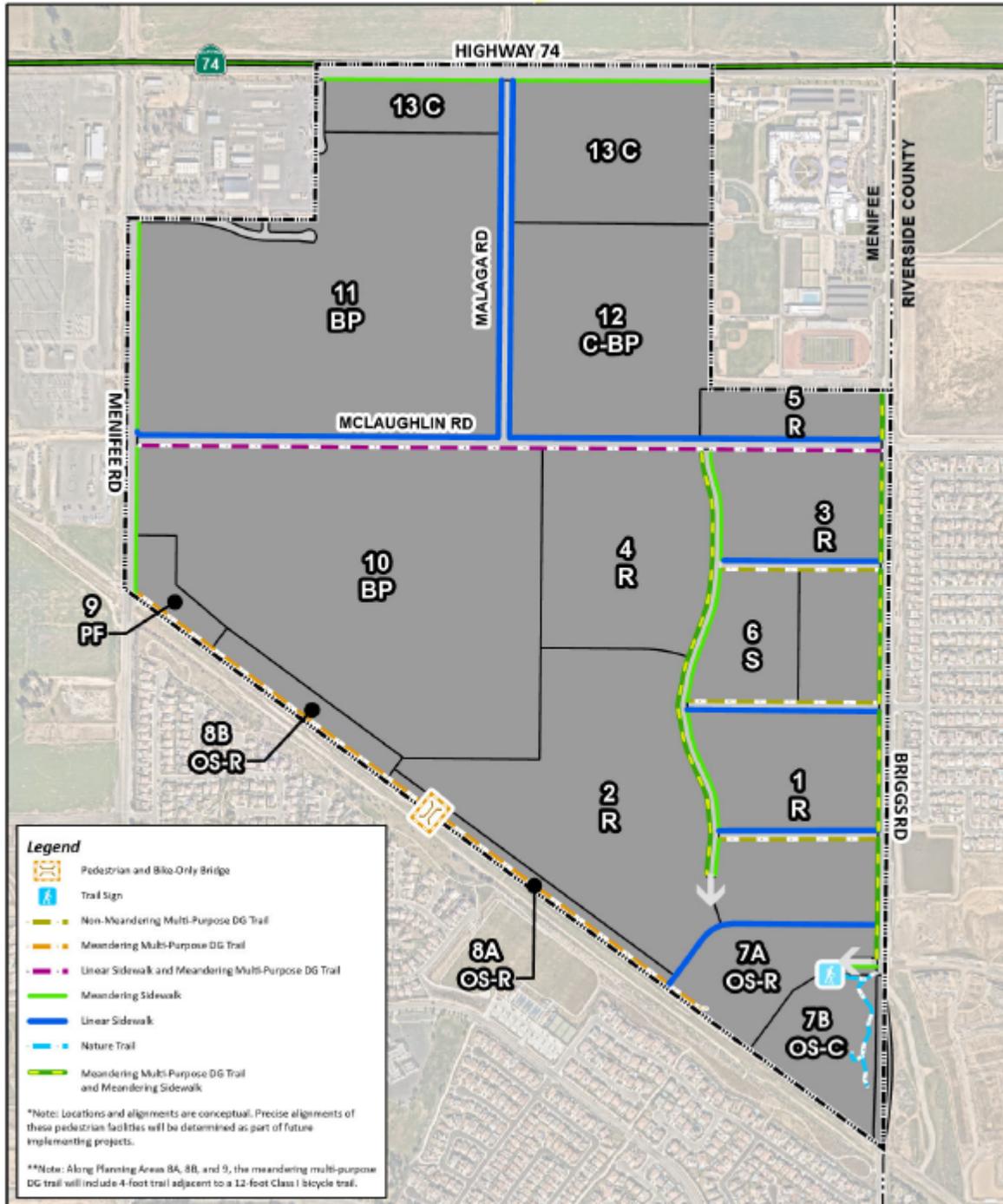
At minimum, a bus turnout location, which provides a designated area on the side of the road for buses to pull out of the flow of traffic to pick up and drop off passengers shall be provided near the intersection of SR-74 and Malaga Road located adjacent to Planning Area 13.

Additionally, Planning Area 9 is designated as a 5.3-acre Public Facility – Civic Node (PF) site. Planning Area 9 is located next to a Riverside County Transportation Commission (RCTC) rail corridor and is the potential location of a passenger stop for trains using this rail corridor.

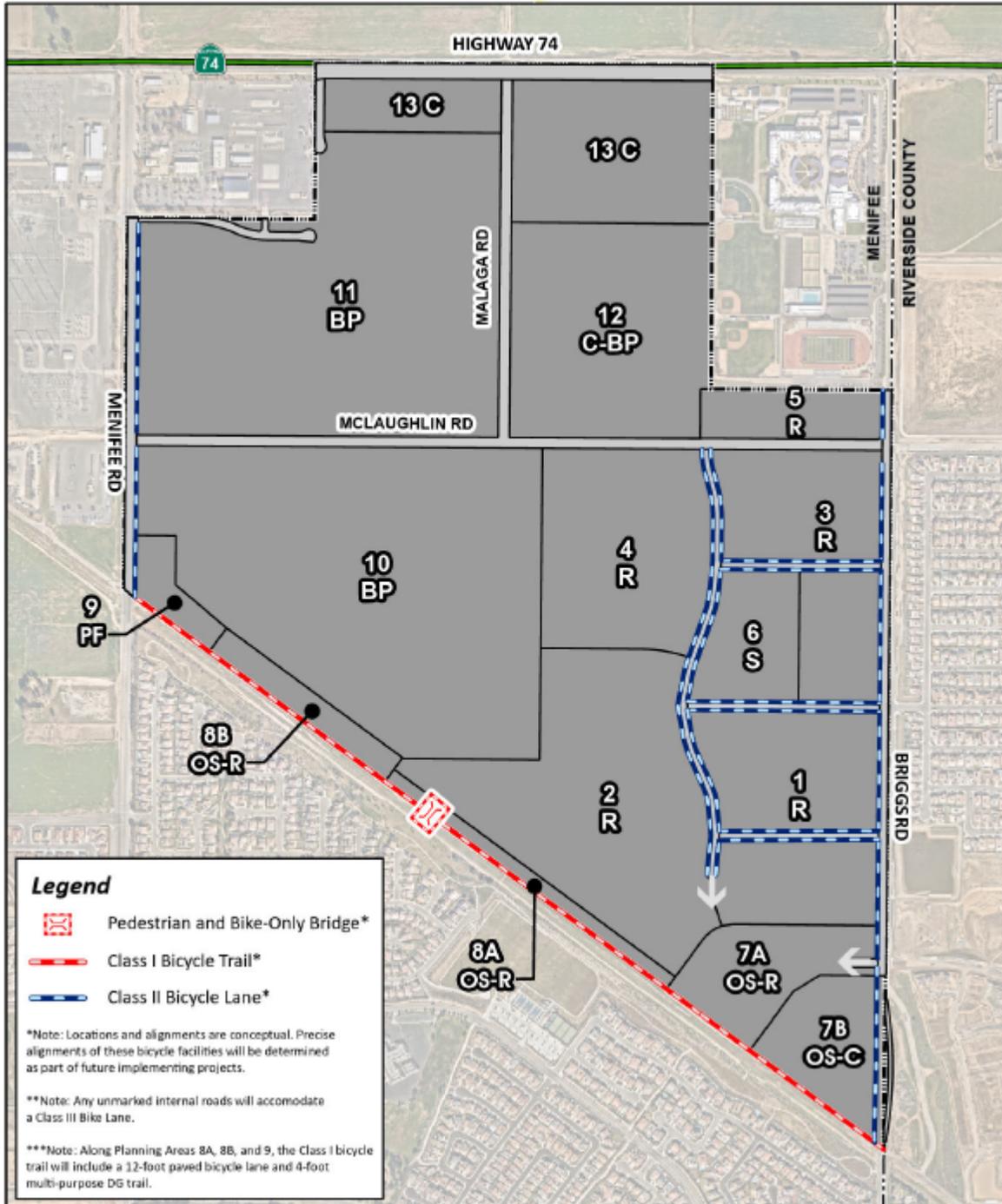
Bicycle and Pedestrian Mobility

The MVSP is designed with a comprehensive greenbelt, sidewalk, bicycle, and multi-purpose trail system that provides ease of mobility throughout the community. Connectivity will be provided to and through the residential planning areas, as well as to the parks, amenity areas, the elementary school site, civic facilities, and to pedestrian and bicycle routes extending beyond the Specific Plan's boundary. The mobility plan also makes use of the greenbelts in Planning Areas 8A and 8B and the Granite Hill conservation area in Planning Area 7B. The non-vehicular network ensures that residents, employees, and visitors have opportunities to travel by foot and bike in different settings.

Pedestrian Mobility Plan



Bicycle Mobility Plan



Pedestrian Bridge

The Project proposes to connect the proposed parks and school between the Heritage Lake community to the south and the MVSP area via a pedestrian bridge across the railroad tracks. The pedestrian bridge is shown in its proposed location to connect the Menifee Valley Sports Park to the existing Heritage Lake Sports Park. It will enhance walking, biking and the overall mobility between the two communities and larger region and will help to overcome the physical barrier imposed by the rail corridor. See images *above* for the location of the proposed bridge.

Proposed Pedestrian Bridge



Civic Node

A Public Facility – Civic Node is reserved in the southwest corner of the site in Planning Area 9 and would include a fire station, a passenger rail/transit stop, and/or other civic use. The location is positioned next to an inactive RCTC rail corridor that may serve uses in the Specific Plan and nearby areas in the future. Planning Area 9 covers approximately 5.3 acres. It is anticipated that this land will be dedicated to and future development facilitated by the City of Menifee.

Agri-Commercial Area

Agri-Commercial activities are a permitted use in Planning Areas 5, 12, and 13. This use would consist of urban, small-scale agricultural activities focused on crops and animal husbandry. The plant material is expected to be agricultural, although ornamental landscape is expected around the perimeter of the area and in focal point areas such as the entry, and in any on-site parking areas. The Specific Plan contains design guidelines for this particular use. The goal is to ensure the agri-commercial areas are designed to represent and complement past historical barns and support structures of the Menifee Valley community and region while allow for contemporary adaptations.

Example of Agri-Commercial Area



Community Recreation Center

A private community recreation center managed by a Homeowners' Association (HOA) is expected in Planning Area 2. A design concept is presented in the Specific Plan and is shown below. Features are conceptually designed to include a tot lot, open lawn area, and swimming pool area with shade structures and a restroom building. The location of the community recreation center and final election and design of the amenities will be determined by the Master Developer of Planning Area 2 in consultation with City at the time residential subdivision maps are brought forward. Landscape in the community recreation center area is to be colorful, with blooming trees, shrubs, and vines, and with the primary tree species being different than the tree species used as street trees on adjoining residential streets.

Private Community Recreation Center Concept Design



Sports Park and Aquatic Facility

One public park is planned in the Specific Plan area, consisting of a public sports park in Planning Area 7A. The proposed public Sports Park would include the following amenities:

- 16.9-acre Sports Park
 - Playground
 - Three lit ball fields
 - Tennis/pickleball courts
 - Concession/restroom building
 - Picnic area
 - Parking lot
 - Aquatic Facility
 - Junior Olympic pool
 - Splash pad
 - Concession/restroom building
 - Shade structure

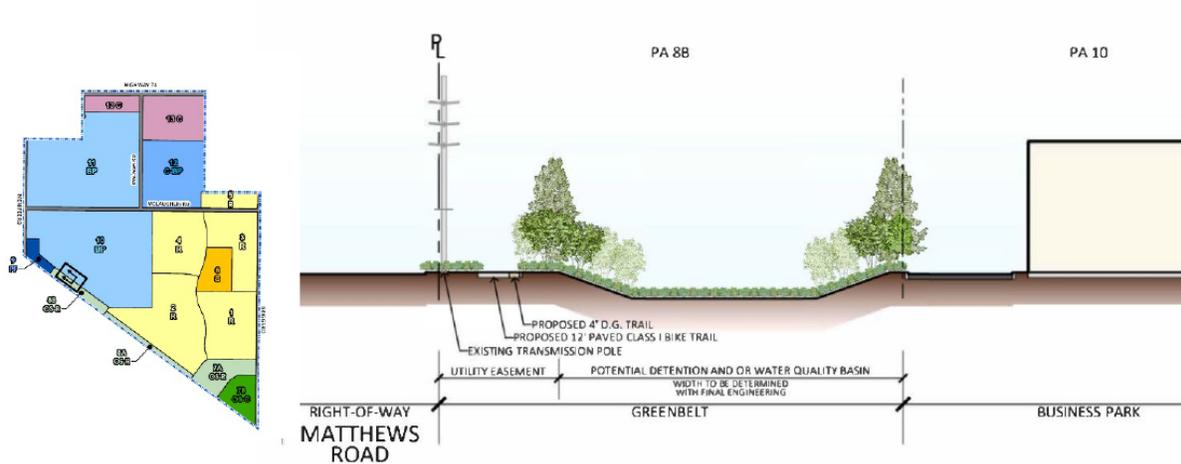
Menifee Valley Sports Park and Aquatic Center



Paseos and Edge Conditions

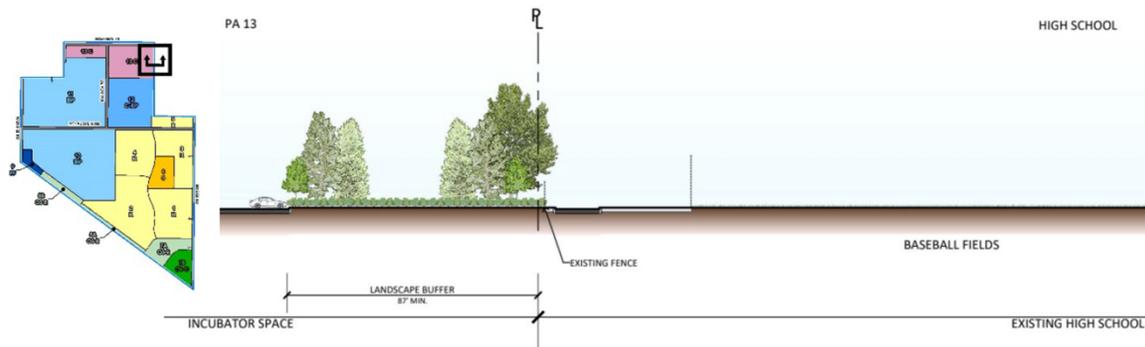
The Project includes two Planning Areas whose primary use is greenbelt/trails in Planning Areas 8A and 8B. These Planning Areas will serve as a visual buffer between the existing residential uses to the south and the proposed Business Park uses to the north. These two Planning Areas would include the following:

- 13.1 acres of greenbelt space and trails
 - Paved Class I bicycle trail
 - Multipurpose decomposed granite trail
 - The proposed adjacent Business Park uses in Planning Area 10 will either occur at a lower elevation or will be screened via a landscaped earthen berm



The Project also includes a planned edge design between the proposed Commercial and Commercial-Business Park uses in Planning Area 13 and 12 and Heritage High School. The edge condition will include the following:

- Separation between the high school buildings and the Project site via the high school's existing athletic fields and open space
- An 87-foot-wide landscape buffer on the Project's side adjacent to the high school
- Closely spaced, evergreen trees which will create a visual screen
- A solid decorative screen wall
- A 100-foot separation between any proposed truck court accommodating diesel-fueled trucks or equipment and the high school property line
- No loading docks will be permitted to face the school



Granite Hill

The Project proposes to preserve Granite Hill as permanent open space in Planning Area 7B, while allowing trails and other non-invasive activities that will protect the tangible and intangible assets of the landform. Any trail within Granite Hill must meet public safety standards and methods such as signage and physical deterrents would be strategically positioned to keep trail users on the trail and away from environmentally sensitive areas. No development or fuel modification is permitted within Planning Area 7B, except as necessary for construction of Briggs Road.

Elementary School Site

Approximately 12.0 net acres in Planning Area 6 are set aside to develop an elementary school for the Romoland School District. The location of the school site will be determined by the Master Developer of the Specific Plan residential community in consultation with the Romoland School District and City of Menifee. In addition to the school buildings, facilities, and parking, the elementary school site is expected to include outdoor play areas and sports fields.

Entry Monumentation

A primary entry monument for the residential community will be placed at the intersection of Briggs Road and the Primary Residential Entry Street. Smaller-scale and complementary-designed entry monuments may occur at intersections of Briggs Road and Secondary Residential Entry Streets. However, entry monuments in these secondary locations are not required. All trees planted at project entries will be a minimum 36-inch container box size.

Primary entry monuments for the business park and commercial areas will occur in two locations: 1) at the intersection of SR-74 and Malaga Road that provides access into and through Planning Areas 12 and 13; and 2) at the intersection of Menifee Road and McLaughlin Road that provides access into and through Planning Areas 10 and 11.

Primary Residential Entry Elevation Option 1



PRIMARY RESIDENTIAL ENTRY ELEVATION

Primary Residential Entry Elevation Option 2



PRIMARY RESIDENTIAL ENTRY ELEVATION

Primary Residential Entry Elevation Option 3



PRIMARY RESIDENTIAL ENTRY ELEVATION

Primary Commercial/Industrial Entry Elevation



MENIFEE VALLEY BUSINESS PARK ENTRY ELEVATION

Architecture

The architectural design guidelines presented in the Specific Plan provide a general framework for the quality and character of the built environment expected for the MVSP. The guidelines are intended to ensure a consistent level of quality design that accommodates emerging architectural trends and supports green building practices.

The desired quality and character of the housing mix according to the Specific Plan is presented below.



The desired quality and character of Business Park buildings according to the Specific Plan is shown below.





The desired quality and character of Commercial-Business Park and Commercial buildings according to the Specific Plan is shown below.





Phasing

The Project area is expected to be mass graded in one phase, with fine grading and implementing development to follow in three phases. Implementing Residential developments are expected to commence in the southern portion of the Specific Plan area and move northerly in sequence. Implementing Business Park and Commercial-Business Park development is expected to commence in the northern portion of the MVSP area and move southerly in sequence. Commercial development along SR-74 is anticipated as the third and final phase of development.

Given the size of the property, grading and implementing development activities in the Specific Plan area may occur concurrently. Various land uses may be under development at the same time and built in response to market demands and according to a logical and orderly extension of roadways, public utilities, and infrastructure. Planning Areas may be developed out of the expected sequence, or in smaller increments, provided the required infrastructure and services are available at the time of development to provide adequate access to and from the Project site and ensure public health and safety.

The exhibit below provides a conceptual phasing plan. Table 7A, Open Space Phasing Thresholds, of the Specific Plan provides conceptual timing thresholds for the open space planning areas. The exact timing of implementation and phasing for any Planning Area may vary based on a number of factors, including market and economic demands, as well as physical constraints or timing of infrastructure improvements. The final phasing for the development will be determined through future implementing projects and any phasing requirements specified in the Development Agreement that accompanies this Specific Plan.

The expected development sequence is as follows:

I. Phase 1:

- a. Planning Areas 1 and 2 (Residential)
- b. Planning Areas 7A, 7B, and 8A (Open Space- Recreation, Open Space- Conservation, and Greenbelts)
- c. Planning Area 11 (Business Park)
- d. Planning Area 12 (Commercial Business Park)
- e. Residential Spine Street; Briggs Road (along Planning Areas 1, 7A, and 7B); Menifee Road (along Planning Area 11); McLaughlin Road; and Malaga Road (from SR-74)

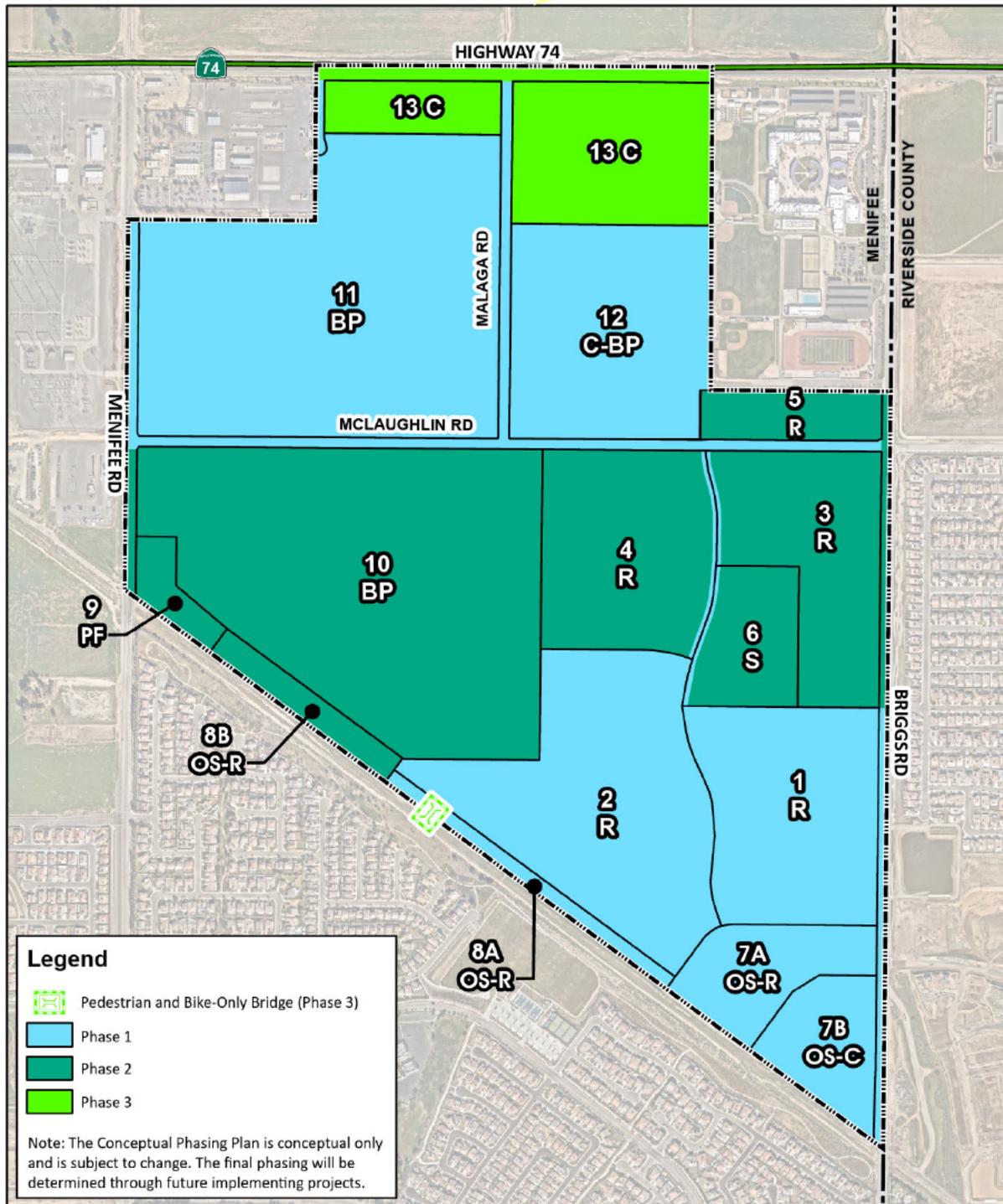
II. Phase 2:

- a. Planning Area 9 (Public Facility)
- b. Planning Areas 3, 4, 5 (Residential)
- c. Planning Area 6 (School)
- d. Planning Area 8B (Open Space-Greenbelt)
- e. Planning Area 10 (Business Park)
- f. Briggs Road (along Planning Areas 3 and 5) and Menifee Road (along Planning Area 10)

III. Phase 3:

- a. Planning Area 13 (Commercial Retail)
- b. SR-74 and Menifee Road (Along Planning Area 9)
- c. Pedestrian and Bike-Only Bridge

Conceptual Phasing Plan



Development Agreement

The applicant has proposed a DA with a public benefit of excess improvements that otherwise could not be required, of \$37 million (described in Exhibit F of the attached DA). In addition, Developer will be paying fair share contributions for off-site improvements of over \$4.7 million (described in Exhibit E of the attached DA). The following is a summary of provisions that are included within the DA:

- a) Term: 15 years with option for an additional 5 years subject to completion of a minimum of 75,000 square feet of commercial retail constructed along SR-74. (Note this is approximately 65% of 115,000 square feet anticipated in Lot 2 of the proposed TTM [in PA 13 east of Malaga Road]).
- b) Development Impact Fee (DIF) credits for constructing public infrastructure. No freeze.
- c) Public Facility Site dedication of lot within 10 days following recordation of Map 38303. Graded pad with utilities complete no later than April 1, 2025. Frontage improvements completed by developer.
- d) Fire Station \$10M cash contribution for City construction (paid in 2 increments for design \$2.5m/construction \$7.5 with goal to have construction completed close to 1st building occupancies).
- e) Sports Park/Aquatics Center/Pedestrian Bridge Timing:
 - Plot Plan to be approved within 6 months of Tract Map recordation creating the park lot.
 - Construction drawings to be approved prior to 1st production certificate of occupancy for residential.
 - Complete construction and open to public prior to 250th residential occupancy.
 - Park DIF credits, but *no* reimbursement available for above-beyond facilities.
 - Pedestrian Bridge construction drawing approved prior to 1st residential certificate of occupancy and construction complete prior to permit issuance of 250th residence. Exception for outside agency approvals with \$3.9 million public benefit to go toward McCall Blvd improvement reimbursements if necessary.
- f) Paseo Timing: Class 1 bike trail and pedestrian trail completed prior to 1st occupancies within any of PA's 1, 2, 9, and 10. Balance of paseo PA 8A completed prior 1st residential occupancy. Balance of paseo PA8B completed prior to earlier of issuance of 1st permit for any non-residential building within 600 feet of nearest residential unit to the south, and 1st certificate of occupancy in PA 10.
- g) Private Rec Center/Clubhouse timing: Complete prior to 1st production certificate of occupancy for the residential.
- h) Retail Commercial timing:
 - Advanced completion of a minimum of 34,500 square feet (or approximately 30% of the anticipated retail commercial anticipated as Food Hall concept) based on forecasted daily trips for either residential or commercial business park.
 - Allowance for further market conditions analysis should the developer/assignee not be able to perform.
- i) Subsequent Approvals:
 - Administrative approvals by City Manager/Designee if proposals are consistent with Specific Plan and all development/design standards. No administrative approvals of Variances/Conditional Use Permits/additional CEQA documentation.

Authority to take to Planning Commission/City Council at City Manager/Community Development Director discretion. Appeal rights would still exist.

- Allowances as follows consistent with Specific Plan Figure 2.1:
 - Residential Tract Maps
 - Commercial Plot Plans
 - Industrial Plot Plans as long as buildings do not exceed:
 - 1,450,000 square feet in PA 10
 - 1,400,000 square feet in PA 11
 - 570,000 square feet in PA 12

j) Plan Check/Inspection:

- City to process all plan checks with 3-week review for 1st submittal/2 week review for all subsequent submittals subject to:
 - Available staffing; and
 - Brookfield to submit plans for a phased project and all submittals to include detailed memo identifying all design exceptions, responses to all comments, and pre-submittal meetings with all relevant experts in attendance.

k) Transportation Improvements:

- McCall Blvd. Offsite Improvements: Construct with subsequent development approvals that result in specified threshold of forecasted daily trips. Reimbursement for 63 percent of Brookfield's actual costs of construction to be paid back through Transportation Uniform Mitigation Fees (TUMF), Community Facilities District (CFD) premiums, funds collected from Battery Storage Community Benefit Agreements, or general fund within 3 years of completion. The remaining 37% of the costs of the McCall Boulevard offsite improvements are designated as Brookfield's fair share and are not eligible for reimbursement.
- Prior to 1st Industrial Occupancy:
 - Menifee Road improvements along project frontage
 - Menifee Road/McLaughlin Road intersection improvements
 - Malaga Road to McLaughlin Road (in project)
 - McLaughlin Road in project (up to and including roundabout)
 - McLaughlin Road from Menifee Road to Case Road
 - Matthew Road/Case Road to within 250' of Ethanac Road
- Prior to 1st Certificate of Occupancy beyond Buildings 1, 3 and 4:
 - SR-74 along project frontage west of Malaga Road
 - SR-74/Malaga Road intersection/traffic signal
 - SR-74/Menifee Road intersection
- Prior to 1st Residential Occupancy
 - Briggs Road along project frontage
 - Menifee Valley Road (spine road)
 - McLaughlin Road east of roundabout to Briggs Road
- Prior to 200th Residential Certificate of Occupancy
 - SR-74 and Briggs Road intersection
- Prior to 1st Commercial Certificate of Occupancy
 - SR-74 improvements along project frontage
- Transportation DIF credits/reimbursement allowable up to maximum paid for the development.

- Project will be required to participate in one or more future Road and Bridge Benefit Districts (RBBD) with credits provided to the Developer for improvements constructed through those districts.
- Off-site fair share contributions of more than \$4.7M per the Project Traffic Impact Analysis (TIA).
- Off-site construction improvement timing per TIA. City to assist with eminent domain when necessary for General Plan-designated roadways.

ENVIRONMENTAL DETERMINATION

Notice of Preparation (NOP)

On March 10, 2022, the City of Menifee publicly noticed its decision to prepare an EIR and hold a public scoping meeting for the Project by noticing the California Governor's Office of Planning and Research (State Clearinghouse [SCH]) and distributed the NOP to various agencies and surrounding property owners and residents in accordance with CEQA requirements. The NOP review period was from March 10, 2022 to April 8, 2022. On March 29, 2022, the City of Menifee held a duly noticed public scoping meeting at City Hall regarding the preparation of the Draft EIR and provided an opportunity for members of the public to comment on the scope of environmental issues to be addressed in the EIR. No residents were in attendance. However, one representative for the Southwest Regional Council of Carpenters, David Cordero, was present and spoke at the scoping meeting.

EIR Impacts

Within the EIR that has been prepared for the Project (SCH No. 2022030233), mitigation measures are provided under the categories of air quality, biological resources, cultural resources, greenhouse gas (GHG) emissions, hazards and hazardous materials, land use and planning, noise and vibrations, tribal cultural resources, and transportation. The EIR determined that the Project could result in significant and unavoidable impacts under the category of air quality, greenhouse gas emissions, land use and planning, and transportation based on the analysis and findings in the Draft EIR and requires adoption of a SOOC. A brief description of these significant and unavoidable impacts is provided below:

- Air Quality
 - Conflict with or obstruct implementation of an applicable air quality plan. The proposed Project would have the potential to conflict or obstruct implementation of applicable air quality plans, because the proposed Project would result in significant and unavoidable long-term operational pollutant emissions. Although there is no feasible mitigation to reduce operational pollutant emissions to a less than significant level, the mitigation measures proposed in the EIR would require the implementation of all feasible measures to reduce operational impacts associated with the proposed Project.
 - Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or State ambient air quality standard. There is currently not enough information to quantify emissions of specific project development that may occur under the proposed Project. Without quantification to guarantee a less than significant finding, similar to the finding for the on-site project operations, future development may still

- exceed the South Coast Air Quality Management District (SCAQMD) regional significance thresholds.
- Expose sensitive receptors to substantial pollutant concentrations. With implementation of the proposed mitigation measures, the potential health impacts associated with construction of the proposed Project would be less than significant. However, similar to the above, operational emissions would be significant and unavoidable.
- GHG Emissions
 - Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. While the proposed mitigation would serve to reduce GHG emissions associated with build-out of the proposed Project, GHG emission impacts would remain significant and unavoidable because compliance with future efficiency targets cannot be ensured.
- Land Use and Planning
 - Conflict with Applicable Land Use Plans, Policies, or Regulations in the General Plan Circulation Element. Even with payment of the Project's fair share for recommended intersection improvements, or implementation of improvements, as required in the proposed mitigation, existing or forecasted operational deficiencies cannot be fully improved to the desired LOS at several intersections because of right-of-way constraints. As such, the proposed Project would not be able to improve the LOS at some intersections to meet the City's General Plan levels the City strives to maintain (Policy C 1.2). Because this would cause a conflict with General Plan Policy C.1.2, this is considered a significant and unavoidable impact.
- Transportation and Traffic
 - Conflict with a program, plan, ordinance, or policy addressing the circulation system in the General Plan Circulation Element. As previously stated, the proposed Project would not be able to improve the LOS at several intersections as discussed above to meet the LOS the City's General Plan strives to achieve. Therefore, the proposed Project would conflict with a program, plan, ordinance, or policy addressing the roadway facilities (Circulation Element C 1.2).
 - Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). Despite the requirement for the preparation of a Transportation Demand Management (TDM) strategy report to reduce employee Vehicle Miles Traveled (VMT), VMT impacts cannot be guaranteed to reduce the industrial and service component's VMT per employee and retail component's total VMT to a less than significant level.

Draft EIR Public Review

The City distributed the Draft EIR for public review beginning October 19, 2023 and ending December 4, 2023. During the public review period, comments on the Draft EIR were received from the following agencies, groups, or individuals:

1. Adams Broadwell Joseph and Cardozo, Attorneys at Law

2. Agua Caliente
3. South Coast Air Quality Management District
4. Eastern Municipal Water District
5. Riverside County Flood Control and Water Conservation District
6. Riverside Transit Agency
7. City of Perris

The City prepared a FEIR, consisting of all of the comment letters received during the 45-day public review and comment period on the Draft EIR, written responses to those comments, and revisions and errata to the Draft EIR. The FEIR was distributed to the Draft EIR commenters ten days prior to the Planning Commission hearing. The FEIR, and Draft EIR, including technical appendices can be accessed for review on the City website at <https://www.cityofmenifee.us/325/Environmental-Notices-Documents>.

Findings of Fact and SOOC

Because the Draft EIR identified unavoidable significant adverse impacts that could not be mitigated below the level of significance, Findings and a SOOC are required to approve the Project. The Findings and SOOC are included within the Resolution for the EIR for consideration by the City Council.

According to the SOOC the economic, legal, social, or technological benefits, independent of the other benefits, override the potential significant unavoidable adverse impacts and render acceptable each of these unavoidable adverse environmental impacts.

Although significant impacts will remain, the City will mitigate any significant adverse impacts to air quality, GHG emissions, land use and planning, and transportation to the maximum extent practicable. In its decision to approve the Project, the City Council will consider the Project benefits to override the environmental impacts.

PREVIOUS MEETINGS

Economic Development Subcommittee – November 8, 2023

On November 8, 2023, staff presented to the Economic Development Subcommittee the proposed DA and received feedback. Modifications to the DA have been made to incorporate input from the Economic Development Subcommittee.

Parks, Recreation and Trails Commission – December 7, 2023

On December 7, 2023, staff presented to the City of Menifee Parks, Recreation and Trails Commission (PRTC) the Menifee Valley Sports Park and Aquatic Facility conceptual plans and Quimby analysis presented for incorporation in the Specific Plan. The proposed Project includes the construction and operation of a 29.8-acre Sports Park and Aquatic Center to fully meet the Quimby Act requirements for parkland dedication. At this meeting, the Commission recommended approval of the conceptual plans for the Menifee Valley Sports Park and Aquatic Facility and determined the Project meets its Quimby Act requirements for parkland dedication.

Finance Committee – December 12, 2023

Staff presented to the City of Menifee Finance Committee the MVSP DA. At this meeting, the Finance Committee recommended submittal of the DA to the Planning Commission and City Council for approval.

Community Meeting, Heritage Lake HOA – December 13, 2023

The Project applicant conducted community outreach efforts by holding an information session/town hall meeting with the Heritage Lake community. The Project applicant also presented the proposed project to the EDC Board, the Menifee Valley Chamber of Commerce Board and the Perris Union High School District and Romoland Elementary School District.

FINDINGS

Findings for the EIR, GPA, CZ, SPA, SP, TTM, and DA are included in the attached Resolutions and Ordinances.

PUBLIC NOTICE

The proposed Project was noticed on January 28, 2024 for the February 7, 2024 City Council public hearing. A public notice was published in *The Press Enterprise* and notices were mailed to property owners and non-owner residents within a 300-foot radius of the Project site. The proper public notice was posted on-site, and in addition, all relevant public agencies and those requesting notification were notified of the public hearing.

STRATEGIC PLAN OBJECTIVE

Thriving Economy

FISCAL IMPACT

The positive fiscal impacts to the City associated with the recommended action are discussed in the attached Findings and SOOC. However, to highlight the major fiscal impacts, the Developer would provide public benefits valued at more than \$37M established through the DA between the Project Applicant and the City that would establish early and additional transportation improvements (above what would otherwise be required). The Developer would also remit a \$10M cash contribution/land dedication for a City fire station, park, and pedestrian bridge. The Developer is also responsible for payment of fair share fees in the amount of more than \$4.7M for offsite improvements. Lastly, the Project would have a net fiscal benefit estimated at more than \$1M per year to the City of Menifee General Fund.

Revenues received as part of the Project shall be budgeted in future fiscal years where appropriate. No additional budget appropriation action(s) is required.

ATTACHMENTS

1. Resolution – EIR
2. Exhibit A – FEIR
3. Exhibit B – Findings and SOOC
4. Exhibit C – MMRP
5. Ordinance – CZ/SPA/SP
6. Exhibit A – CZ Exhibit
7. Exhibit B – SP 301 Amendment No. 3
8. Exhibit C – MVSP
9. Resolution – GPA
10. Exhibit A – GPA Exhibit
11. Resolution – TTM
12. Exhibit A – Conditions of Approval
13. Exhibit B – Tentative Tract Map Exhibits
14. Ordinance – DA
15. Exhibit A – DA
16. Public Hearing Notice
17. Public Comments
18. City Responses to WSRCC Letter
19. City Responses to City of Perris