

## **V. GENERAL PLAN/ENVIRONMENTAL ANALYSIS**

### **A. GENERAL PLAN LAND USE DETERMINATION SYSTEM**

The following section describes the process and results of the County of Riverside's four-step analysis under the General Plan Land Use Determination System. This analysis, required by the County is performed to determine the most appropriate land uses for the project site. This analysis incorporates the review of several General Plan exhibits displaying issues of environmental and public service capability significance, and systematically unfolds those land use standards appropriate for the subject property.

#### **1. SITE IDENTIFICATION WITHIN OPEN SPACE AND CONSERVATION MAP INVENTORY**

A review of the County's Open Space and Conservation Map reveals that the subject site is not within an area designated as Open Space or Conservation. According to the General Plan, if the subject site is not located within a specific open space or conservation land use designation, then the determination system proceeds to Step II.

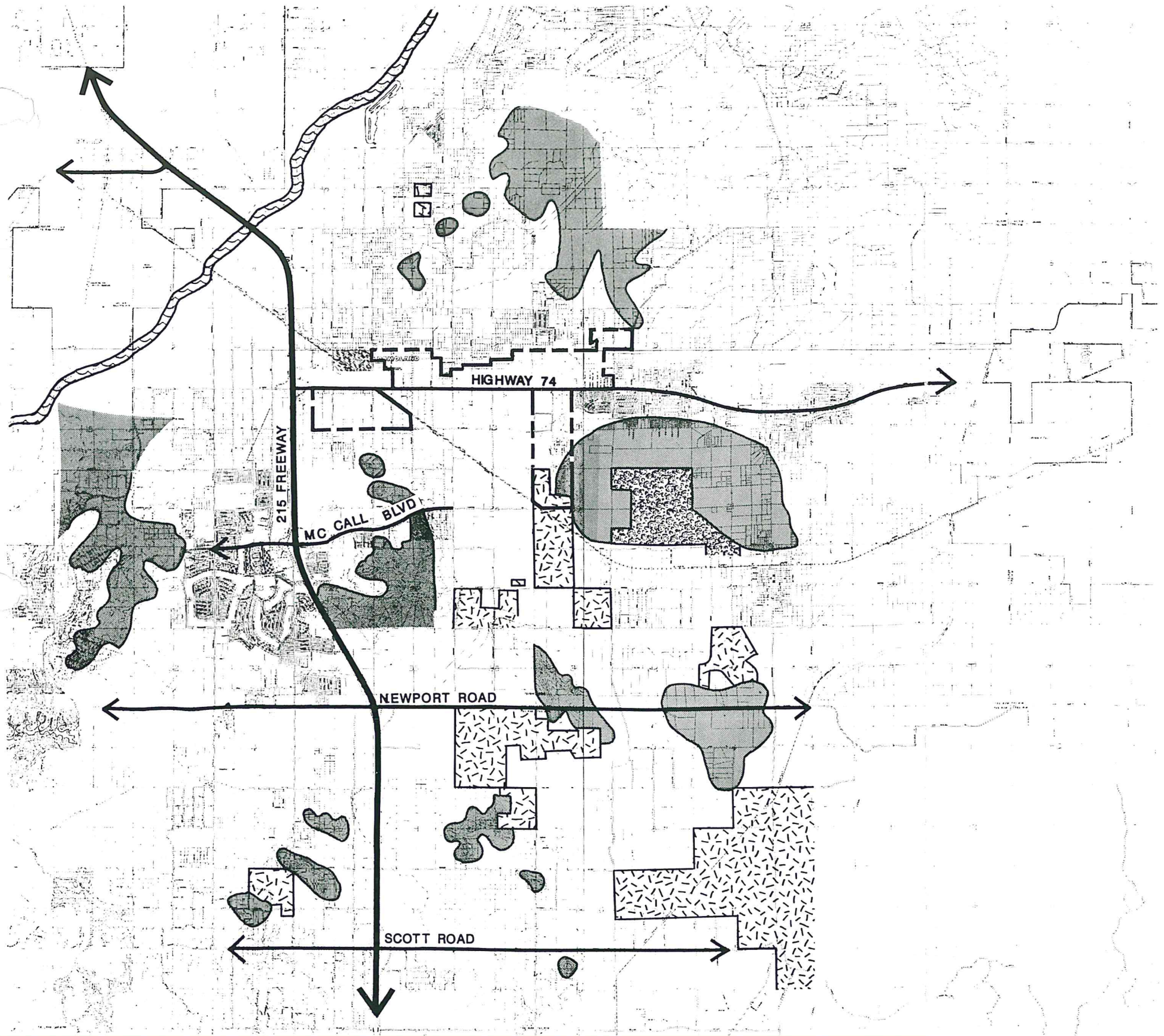
#### **2. SITE IDENTIFICATION WITHIN COMPOSITE/RESOURCES INVENTORY**

According to the County of Riverside's Composite Environmental Hazards Map, the Meniffee North site contains portions of land along Highway 74 in the western portion of the project site which are designated as both aircraft noise impact and 100 year flood plain zones. In addition, the County's Composite Environmental Resources Map reveals that the project site is primarily located in an area designated as Prime, Unique, State-Important, Local-Important Agricultural Land and as the Rare, Endangered, Threatened Species, range of the Stephen's Kangaroo Rat.

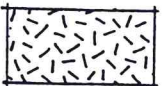



A complete noise study was conducted in February, 1990, (see Appendix ' '), which concluded that residential areas located in the verymost north-west portions may be subject to minor noise impacts associated with aircraft overflights related to the March Airforce Base operations north of the City of Perris. The County's Comprehensive General Plan Land Use Element states within the Romoland Community Policies, that projects proposing residential uses within these areas should be generally consistent with lot sizes of one to two and one half acres unless the proposed lot sizes are compatible with adjacent development and the noise impacts can be mitigated. The Meniffee North project proposes lot sizes generally consistent with adjacent development by developing lot sizes of one half and one quarter acre lots. In addition, the Meniffee North project proposes the inetgration of common







# RIVERSIDE COUNTY GENERAL PLAN OPEN SPACE & CONSERVATION MAP

- 
AGRICULTURE
- 
PARKS/FORESTS
- 
MOUNTAINOUS AREAS
- 
WATER RESOURCES/  
FLOODING

SOURCE: Riverside County General Plan

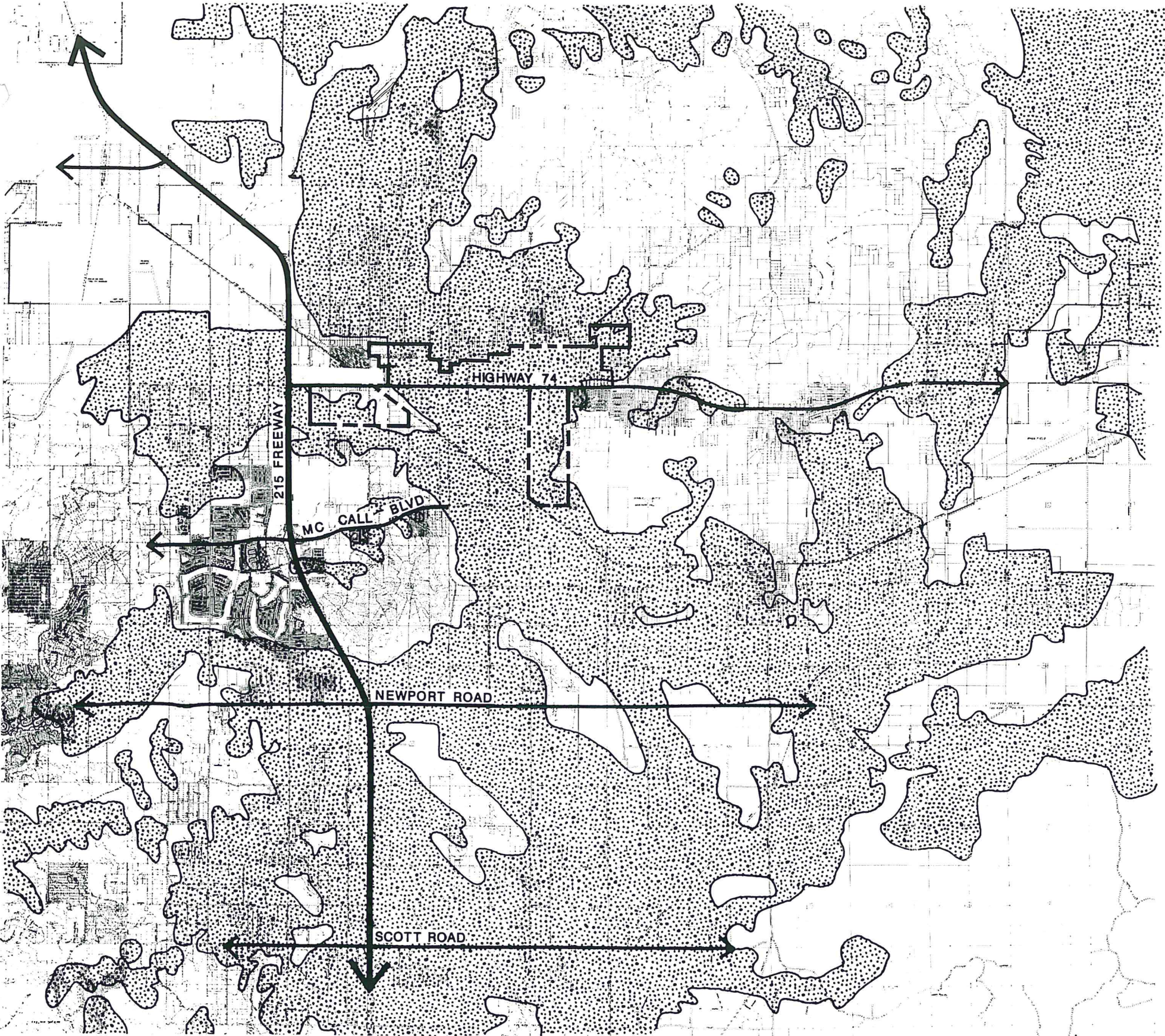
FIGURE V-1





RIVERSIDE COUNTY  
ENVIRONMENTAL  
RESOURCES

 AGRICULTURAL RESOURCES



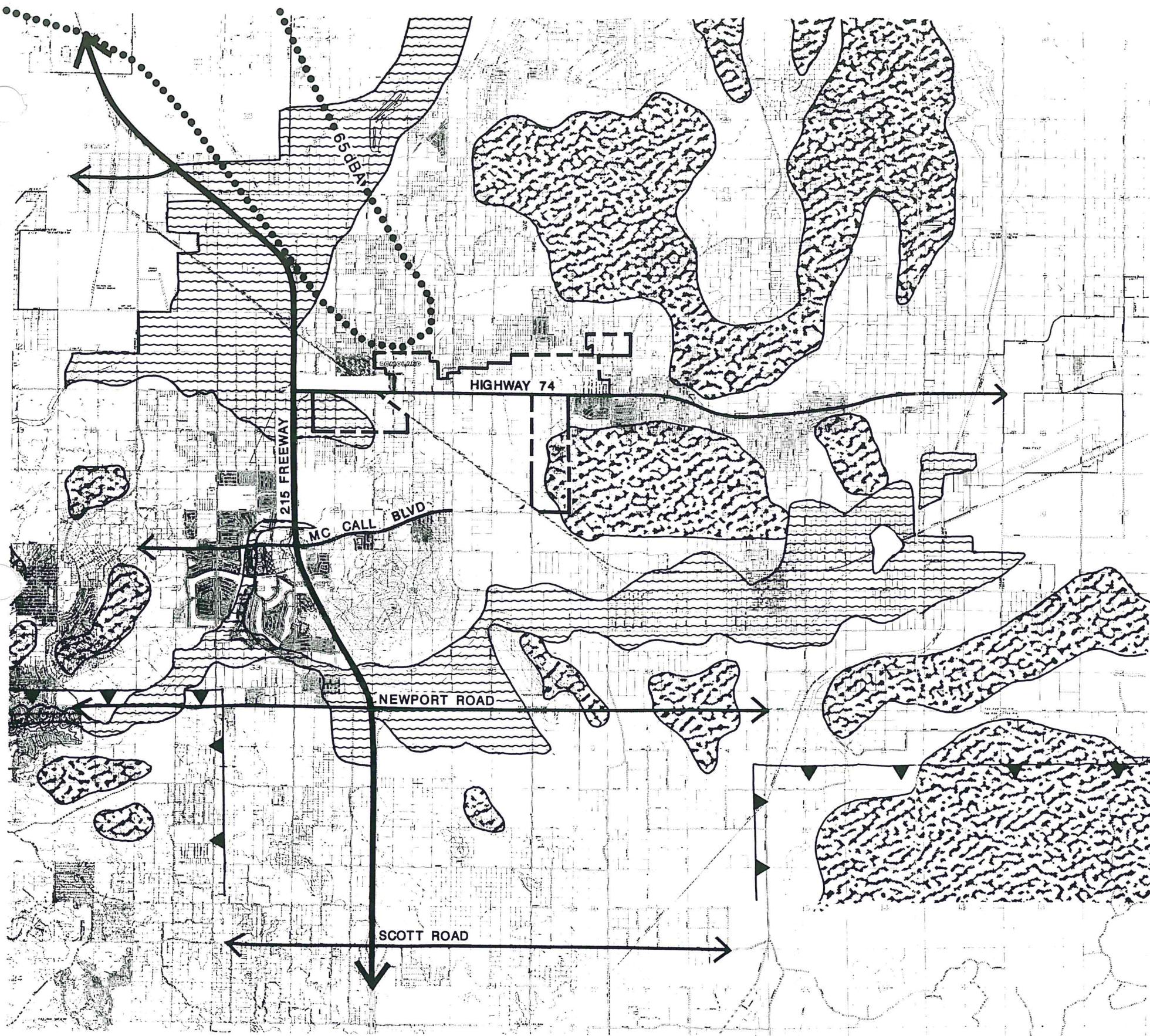
SOURCE: Riverside County General Plan

FIGURE V-2

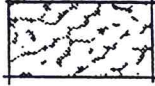
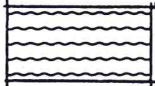










# RIVERSIDE COUNTY HAZARDS MAP

-  MAJOR TOPOGRAPHIC FEATURES (MOUNTAINOUS AREAS & SCENIC PEAKS)
-  FLOODING (100 YEAR FLOODPLAINS)
-  FIRE HAZARD AREAS
-  AIRPORT NOISE CONTOURS

SOURCE: Riverside County General Plan

FIGURE V-3

**MENIFEE NORTH** *Menifee North Property Owners Association*



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SANTA ANA, CALIF. 92705 (714) 662-2774  
5079 OBERLIN DRIVE, SUITE 208  
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design mitigation such as the use of appropriate construction materials and double paned windows to reduce the amount of impact.

As discussed in Appendix 'E' (Biological Assessment of the Menifee North Site), the subject site was examined by a biologist who noted the lack of evidence supporting the habitation of the site by the Stephens' Kangaroo Rat or any other rare or endangered species.

As discussed in Appendix ' ', (Water, Sewer and Storm Drain Facilities and Conceptual Grading Study), the Menifee North Specific Plan provides adequate storm drain facilities which will sufficiently carry both storm water run-off and 100-year flood waters across and off-site, thereby mitigating any project impact.

These issues are discussed in further detail within the following Environmental Impact Report.

As stated in the County's General Plan, where only a portion of a site has specified environmental limits on land use, the specified limits apply to only the identified portion of the site. Therefore, the land use of the remaining portions of the project site are to be determined by the remaining steps of the Determination System.

### **3. LAND USE PLANNING AREA PROFILE AND COMMUNITY POLICY AREA IDENTIFICATION FOR PROJECT SITE**

The Comprehensive General Plan outlines several Land Use Planning Area Profiles, providing background information for each planning area including: a general description; population and housing statistics; growth and land use forecasts; land use potential and constraints and; trends and adopted Specific Plans. The County's Five-year forecasts are intended to guide infrastructural development to support expected growth in all planning areas.

#### **a. Perris Valley Planning Area**

The project site is located in the central portion of the Perris Valley Land Uses Planning Area. This area is comprised of approximately 284 square miles bound on the south by the Murrieta Land Use Planning Area, the Lake Matthews Planning Area on the west, the San Geronio Land Use Planning Area to the north and the Hemet/San Jacinto Planning Area on the east.

#### **b. Community Policy Area**

To determine the Land Use Category, the General Plan specifies that this discussion review the growth forecasts for population and housing; land use potential; land use



constraints; area-wide land use description; the applicable sub-area description and any applicable community land use policies.

A review of the Perris Valley's Growth Forecasts reveals that the area is estimated at reaching a population of 72,000 by year 2000. The following are the population and housing forecasts at 5-year intervals through this projection period:

	1980	1985	1990	1995	2000
Population	37,160	45,400	55,100	64,100	72,000
Housing (units)	17,750	22,600	26,900	32,000	36,300

The Perris Valley Land Use Planning Area is conducive to accommodating the above forecasted growth due to the following reasons: 1) Potential employment opportunities created by reserved industrial land along I-215, northerly of the City of Perris; 2) Potential upgrading of I-215 between Highway 60 and Nuevo Road which will provide increased transportation opportunities; and 3) Increased sewage treatment capacity due to construction of Eastern Municipal Water District's sewage treatment facility which will serve the Romoland and Homeland areas.

In addition to the above description of development potential, there are also concerns sited in the General Plan which have been integrated into the formulation of this Specific Plan, and which have been mitigated, as outlined in the preceeding text. Schools within this Planning Area are already overcrowded and increased development will create further impaction, which will need to be mitigated. In some areas within this Planning Area, sewers are unavailable and rural policies may preclude extensions of sewers. High water tables might preclude the use of septic tanks in some areas where there are no sewers. Increased development along the San Jacinto River and within the flood plain increases the risk of flood related problems. In the north western portion of this Planning Area, March Air Force Base generates noise that can impact nearby development.

#### **c. Perris Valley Area Policies**

Predominantly, the Perris Valley Land Use Planning Area has a rural quality which is characterized by large lot residential development, agricultural and open space uses. New dairies are located along Gilman Hot Springs Road, Highway 60 and Highway 79. These dairies represent a long term commitment to agricultural land uses within this portion of the Perris Valley area. A new sewage treatment facility will be constructed which will serve Homeland, Romoland, and the Menifee North Site.



- *Policy:* Land Uses within the Perris Valley Land Use Planning Area generally should be Category I and Category II land uses within the Sphere of Influence of the City of Perris and within the I-215 corridor and freeway access area.
- *Consistency:* The Menifee North Specific Plan proposes the development of Category II uses. The project site is located just outside of the Perris Sphere of Influence just east of I-215, and directly north and south of Highway 74.

#### **d. Romoland Community Policy Area**

The Romoland Area has been characterized by the County General Plan to be a rural, agricultural community. Mobile homes, mobile home parks and single family dwelling units are currently scattered throughout the area. However since the adoption of the 1986 General Plan, an increase in commercial, residential and industrial Southernly uses has developed in the area developing from Perris Sphere of Influence. As depicted on Figure, V-\_\_\_, the area surrounding the Menifee North site consists of a variety of industrial, commercial, retail and residential uses. In addition, with the development of the Menifee Specific Plan project, the increased development along Highway 74 to Hemet, and the establishment of the Menifee Ranch Sewer District, the site is more suitable for Category II uses.

- *Policy:* Prior to development approval, areas subject to surface ponding or with high erosion potential shall be reviewed carefully to prevent environmental and safety hazards. Densities and land uses may not contribute to local flood problems.
- *Consistency:* The Menifee North Specific Plan proposes to implement the construction of significant flood control facilities per the Riverside County Flood Control Districts Master Drainage Plan for the area (see Figure III-6) which mitigates all drainage issues, not only for the Menifee North Site, but for several surrounding properties as well.
- *Policy:* Small lot, residential development of 1/4 to 1/2 acre is inconsistent with areas impacted by noise levels in excess of 65 db(A) Ldn. Larger lot sizes of one to two and one half acres are consistent with levels of 65 db(A) Ldn and greater. These lot size guides can be modified if: a) the proposed project can mitigate the noise impacts, and b) the proposed project is compatible with adjacent development.
- *Consistency:* Per Section C.5, of the following EIR, a detailed Noise Study was performed on the subject site, determining that minor noise impacts would be experienced in the northwest residential portions of the project area. However the Menifee North Specific Plan proposes the implementation of proper noise



mitigation standards, which should reduce the level of impacts to a suitable level. In addition, The proposal provides lot sizes generally consistent with adjacent lot sizes in the area to be consistent with those policies outlined in The Romoland Community Policies within the Comprehensive General Plan.

- *Policy:* Areas with prime agricultural land, Class I and II soils, shall be retained in agricultural land use to the greatest extent feasible, including economic considerations.
- *Consistency:* The subject site currently contains some agricultural activity. However with surrounding residential and commercial projects developing along the project boundarie, the continuation of significant agricultural production is economically and environmentally nonfeasible due to the size of available parcels and to the pesticides and air quality nuisances associated with production of commercial agriculture. The neighboring communities of Green Acres and Winchester are still suitable for these uses.
- *Policy:* Infilling with compatible residential development is encouraged. Mobilehomes are encouraged to be developed in mobilehome parks and subdivisions.
- *Consistency:* The Meniffee North community proposes the development of medium density residences ranging from 2 to 4 du/ac adjacent to existing residential developments.

#### 4. LAND USE CATEGORY REVIEW AND DETERMINATION

Per the standards and policies outlined within the General Plan Land Use Determination System, the subject development proposal has been analyzed addressing Steps One, Two and Three and addressing all applicable land use policies within the Perris Valley Land Use Planning Area.

As discussed in Section III. of this Specific Plan, adequate provisions for water, sewer and circulation exist and will be accented by necessary improvements to maintain adequate levels of service.

The land uses proposed within the Meniffee North Specific Plan are determined to be consistent with those uses allocated for the site under the Category II designation. With the approval of the proposed General Plan Amendment No. 224, the proposed Specific Plan will be in conformance with the County's General Plan.

## B. LAND USE ELEMENT

### 1. LAND USE PLANNING AREA POLICY ANALYSIS

This proposed project is located within the Perris Valley Land Use Planning Area which occupies approximately 284 square miles. As of September 1983, the County had adopted the following Specific Plan within this Land Use Planning Area: S.P. 114, S.P. 130 (El Nido), S.P. 183 (Rancho Nuevo), and S.P. 194 (Pueblo Del Sol), S.P. 140 (Newport Estates), S.P. 145, S.P. 147 (California), S.P. 158 (Salt Creek), S.P. 134 (Sky Mesa). These specific plans, when implemented, will provide an additional 9,801 residential units in this Planning Area.

Data provided in the Comprehensive General Plan provides the project growth forecasts of this area as of 1983. These forecasts were as follows:

The 1980 Census statistical data showed that the population for the Southwest Territory Land Use Planning Area was 37,063. The SCAG-89 population forecast estimates that this Land Use Planning Area will reach a population level of 72,000 by the year 2000. The following are the population and housing forecasts for the unincorporated portion of the Perris Valley Land Use Planning Area until the year 2000:

	1980	1985	1990	1995	2000
Population	37,160	45,400	55,100	64,100	72,000
Housing (units)	17,750	22,600	26,900	32,000	36,300

According to the General Plan, the Perris Valley Land Use Planning Area exhibits a number of characteristics conducive to accommodating the forecasted growth. These characteristics include:

- Potential employment opportunities created by reserved industrial land along I-215, northerly of the City of Perris.
- Potential upgrading of I-215 between Highway 60 and Nuevo Road which will provide increased transportation opportunities.
- Increased sewage treatment capacity due to construction of Eastern Municipal Water District's sewage treatment facility which will serve the Romoland and Homeland areas.



There are, however, concerns that could constrain land uses in some portions of the Perris Valley Land Use Planning Area, as outlined in the Comprehensive General Plan. However, these concerns outlined in the following paragraphs, have been addressed within this Specific Plan, and are provided for reference to the appropriate issues.

- Schools within this Land Use Planning Area are already overcrowded and increased development will create further impaction, which would need to be mitigated.
- In some areas within this Land Use Planning Area, sewers are unavailable and rural policies may preclude extensions of sewers. High water tables might preclude the use of septic tanks in some areas where there are no sewers.
- Increased development along the San Jacinto River and within the flood plain increases the risk of flood related problems.
- In the northwestern portion of this Land Use Planning Area, March Air Force Base generates noise that can impact nearby development.

These constraints and their relationship to this project have been briefly analyzed in the preceding General Plan Land Use Determination discussion, and will be analyzed in greater detail in the following environmental analysis.

## **2. LAND USE CATEGORY POLICY ANALYSIS**

The proposed project exhibits the characteristics of Category II development. A Category II type development requires a full range of public services because of the type and density of development. This EIR evaluates the projects potential impacts to these public services and the project's relationship to the General Plan. The document also identifies mitigation measures which will reduce potential impacts to a level of nonsignificance where possible.

The analysis of this project's potential impacts to public services are evaluated in the appropriate public services sections of this document.



## **C. ENVIRONMENTAL HAZARDS AND RESOURCES ELEMENT (EXISTING CONDITIONS, IMPACTS, GENERAL PLAN RELATIONSHIP AND MITIGATIONS)**

### **1. SEISMIC SAFETY**

The following discussion is based on the "Geologic Feasibility Investigation, Approximately 1,200-acre Menifee North Property Along Highway 74 Between Homeland and Romoland" prepared by Gary S. Rasmussen & Associates (March 1989).

#### **a. Existing Conditions**

The most significant fault zone for the project site from a seismic shaking standpoint is the San Jacinto fault zone located approximately 7 miles northeast of the site. The San Jacinto fault zone is a major fault zone within the Peninsular Ranges Geomorphic Province and is generally considered to be the most active fault in Southern California. The San Jacinto fault zone within the San Jacinto Valley consists of two major fault traces, the Claremont fault along the northeastern margin of the valley, and the Casa Loma fault along the southwestern margin of the valley. The area between these two faults represents a downfaulted alluviated basin or graben. Bedrock within this graben has been downfaulted, probably in excess of 3,000 feet and may be as deep as 8,000 feet. The Casa Loma branch of the San Jacinto fault is located approximately 7 miles northeast of the site and the Claremont branch is located approximately 9 miles northeast of the site.

As previously stated, the San Jacinto fault has been the most seismically active fault in southern California. Between 1899 and 1989, eight earthquakes of Richter magnitude 6.0 or greater have occurred somewhere along the San Jacinto fault between the San Gabriel Mountains and Mexico.

The Elsinore fault zone, located approximately 11 miles southwest of the site, extends southeast into Mexico. The Elsinore fault separates the Santa Ana Mountains from the Temescal Basin on the Perris Block. Subsurface investigations have shown that the Elsinore fault is active and may have a recurrence interval of approximately 250 years for large earthquakes.

Several significant earthquakes have occurred along the Elsinore fault zone within the last 100 years. In 1910, a moderately large earthquake occurred in the Temescal Valley area. In 1956 an earthquake of approximately Richter magnitude 4.7 occurred in the Temescal Valley area causing rock slides.

The active San Andreas fault is located approximately 23 miles northeast of the site. The location of the main, active trace of the San Andreas fault is evidenced by vegetation lineaments, fault scarps, springs, linear ridges, and offset drainages. Although the San



Andreas fault is characterized overall by right-lateral, strike-slip movement, the San Bernardino Mountains have been uplifted along its trace.

The San Andreas fault has been seismically quiet in the Southern California area in recent time. The last significant earthquake along it in this area was the great earthquake of 1857, which was centered at Fort Tejon, north of Gorman. This fault has a pattern of almost no movement for long periods of time followed by a sudden release of energy. The Fort Tejon earthquake had an estimated Richter magnitude greater than 8.0, comparable to the 1906 San Francisco earthquake.

A summary of significant faults and their distances from the site is presented in the following table:

TABLE VI  
REGIONAL FAULTS

<u>Fault</u>	<u>Distance (miles)</u>	<u>Direction</u>
Casa Loma (San Jacinto)	7	Northeast
Claremont	9	Northeast
Elsinore	11	Southwest
San Andreas	23	Northeast

Other active or potentially active faults are located within the general region, but because of their greater distance from the site and/or lower expected maximum probable earthquake, they are less important to the site.

No known, active faults traverse the site and no portion of the site lies within or immediately adjacent to an Alquist-Priolo Special Studies Zone designated by the State of California to include traces of suspected active faulting. Several lineaments were observed on the aerial photographs. These lineaments appear to be restricted to the bedrock and may be associated with jointing or older faulting. No evidence of active faulting on the site was observed during the geologic field reconnaissance or on the aerial photographs reviewed. Ground rupture due to surface faulting on the site is not expected during the lifetime of the proposed development.



## **b. Project Impacts/General Plan Relationship**

Significant earthquakes affecting the site by ground shaking could occur along one or more of the faults shown in Table VI during the lifetime of the proposed development. However, the Casa Loma branch of the San Jacinto fault zone is considered the most important fault to the site from a seismic shaking standpoint due to its relatively close proximity.

Recurrence intervals for maximum probable earthquakes cannot yet be precisely determined from a statistical standpoint, because recorded information on seismic activity does not encompass a sufficient span of time. However, based on information currently available, it is possible that a maximum probable earthquake of Richter magnitude 7.0 along the Casa Loma branch of the San Jacinto fault may occur. Large earthquakes could occur on other faults in the general area, but because of their greater distance and/or lower probability of occurrence, they are less important to the site from a seismic shaking standpoint.

Based on the data of Campbell for a Richter magnitude 7.0 earthquake along the Casa Loma branch of the San Jacinto fault, a median peak ground acceleration at the site would be 0.29g. This acceleration should not be used as a design value for insertion in the Uniform Building Code formula; rather, it should be considered as an aid in the evaluation of the structural design of the buildings to be placed on-site.

The anticipated peak ground acceleration is calculated based on the distance between the Casa Loma fault and the extreme northeast portion of the site, which is the closest portion of the site to the fault. Lesser peak ground accelerations are anticipated farther away from the fault. Some areas on the site are underlain by shallow bedrock and other areas underlain by relatively deep alluvium. Therefore, variations in the peak ground accelerations could occur. Some of the areas on the site which are underlain by shallow bedrock could experience amplification of ground accelerations.

In addition, secondary seismic hazards such as liquefaction and subsidence are not anticipated on-site due to the depth of groundwater (over 100 feet) and no evidence for significant static water level declines have been indicated (see Section 2, Slopes and Erosion for additional information relative to groundwater and subsidence).

### **General Plan Relationship**

The objective of the Environmental Hazards and Resources Element -Seismic Safety Element of the Riverside County Comprehensive General Plan is to recognize seismic and geologic hazards as serious constraints in determining suitable land uses and structural design. This element contains land use standards for proposed sites which are located within a potential liquefaction area per the County Seismic-Geologic Map, within an Alquist-Priolo Special Studies Zone, a County Fault Hazard Zone, or within 150 feet of



an active or potentially active fault. The following Seismic Safety - Land Use Standards are applicable:

1. Seismic Fault Zones - The project site is not located within an Alquist-Priolo Special Studies Zone. Therefore no Land Use Standards relative to Seismic fault zones impact the site.
2. Liquefaction Hazards - If the proposed site is located in a potential liquefaction area on the County Seismic/Geologic Map, then submission of a geologic report to assess liquefaction hazards is required. The site is not shown as lying within a "Liquefaction Hazard Area" on the Seismic - Geologic Map. In addition, liquefaction hazards are considered low due to the depth of groundwater (over 100 feet).
3. Groundshaking Zones - Development proposals are to be evaluated based on Groundshaking Zones. The site lies within Groundshaking Zones II and III per the Seismic/Geologic Map. The Specific Plan proposes Essential and Normal-Low Risk Land Uses. The degree of suitability for Normal-Low Risk land uses relative to Groundshaking Zones II and III range from generally suitable to provisionally suitable and provisionally suitable to generally unsuitable respectively. The proposed Normal-Low Risk Land Uses proposed are considered compatible with these Groundshaking Zones. However, Essential Land Uses (proposed school sites) proposed range from generally unsuitable to provisionally suitable to restricted in these zones. The Suitability of Essential Land Use categories reflects strong considerations for community safety and disaster recovery. Detailed site investigations and engineering studies may be necessary for certain structures (schools) within these groundshaking zones.

**c. Mitigation Measures**

The proposed structures and foundations shall be designed to resist seismic forces in accordance with the criteria contained in the Uniform Building Code, Section 2312.



## 2. SLOPES AND EROSION

The information contained below is a summary of the "Geotechnical Feasibility Investigation Approximately 1,200-Acre Menifee North Property along Highway 74 between Homeland and Romoland, Riverside County, California" prepared by Gary S. Rasmussen & Associates (March 1989)

### a. Existing Conditions

#### Topography

The project site is located within the Menifee Valley on the Perris Block. The Perris Block is part of the Peninsular Ranges Geomorphic Province. The Peninsular Ranges Geomorphic Province extends north to the base of the San Gabriel Mountains and south into Mexico to the tip of Baja California. The Perris Block is bounded on the north-east by the San Jacinto fault, on the north by the Cucamonga fault and the San Gabriel Mountains, and on the southwest by the Elsinore fault and the Santa Ana Mountains. The Perris Block is considered to be relatively stable compared to the subsiding San Bernardino Valley Block, which is bounded by the San Andreas and San Jacinto faults.

The bedrock topography in the vicinity of the site is being buried by alluviation within the valley. Buried bedrock hills exist within the valley. Shallow bedrock is suspected within the northeast portion of the site and may occur beneath other portions of the site. Geologic mapping of the site has identified three generalized geologic units: granitic bedrock, older alluvium and recent alluvium, these geologic conditions are shown below and on Figure V-4, Geology.

Granitic Bedrock (Kqm) : Cretaceous-age granitic bedrock exposed within the southeast portion of the site along the west margin of Double Butte is mapped as granodiorite to quartz diorite in composition. The granitic bedrock of Double Butte has been mapped as the Domenigoni Valley granodiorite. Some of the bedrock in the area consist of mixed granitic and metamorphic rocks with varying amounts of migmatite. In places, the bedrock exhibits moderate to well developed joint and fracture sets. Additionally, the bedrock contains xenoliths and schlieran of more mafic materials.

#### Older Alluvium (Qoa)

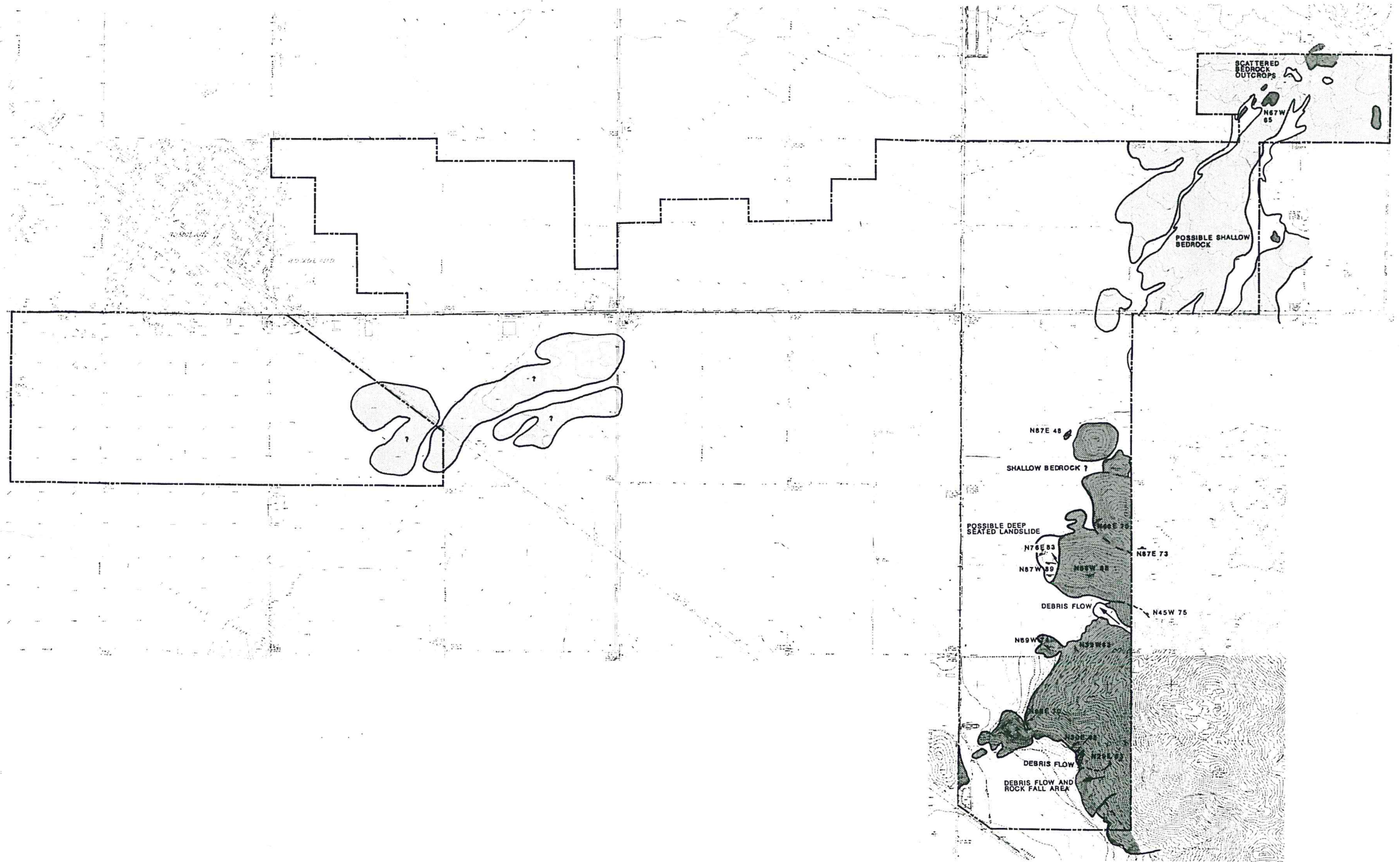
Older alluvium which consists of sands and silty sands was mapped within the northeastern portion of the site. Some of these materials exhibit weakly to moderately developed argillic soil horizons, suggesting an age of at least late Pleistocene. The older alluvium mapped within the northeast portion of the site may be underlain at very shallow depths by granitic bedrock and, in places, may represent deeply weathered bedrock.







# GEOLOGY



- Qal** RECENT ALLUVIUM
- Qoa** OLDER ALLUVIUM
- Kg** GRANITE BEDROCK
- APPROXIMATE GEOLOGIC CONTACT, DASHED WHERE GRADATIONAL OR INFERRED
- N87E 73** STRIKE & DIP OF FRACTURE OR JOINT
- AERIAL PHOTOGRAPH LINEAMENT POSSIBLY RELATED TO JOINTING OR OLDER FAULTING

FIGURE V-4







An area of subtle topographic relief exists in the south-central portion of the site within the northeast portion of Section 14. This area is mapped as suspected older alluvium.

#### Recent Alluvium (Qal)

Most of the site is underlain by alluvium of Holocene age. These materials consist primarily of silty sands. Older alluvium and/or bedrock may underlie some of the areas mapped as recent alluvium at shallow depths.

Recent fills associated with reservoirs, roads and agricultural use of the property are not shown on the geologic map.

As shown on Figure V-5, Site Elevation Analysis, project surface elevations range from 1,400 feet to 2,000 feet. Figure V-6, Site Slope Analysis, provides a breakdown of slope categories existing on-site. An estimated 1,509.04 acres (91%) of the site have a slope less than 8%, while 15.31 acres (.91%) have slopes of 9-15%, 14.97 acres (.89%) have slopes of 16-25%, with the remaining 118.87 acres (7.2%) having slopes greater than 25%.

#### **Slope Stability**

Most of the site exhibits little or no relief; therefore, landsliding is not considered to be a potential hazard. The only area of significant topographic relief is in association with the west margin of Double Butte within the southeast portion of the project. Several debris flows exist along the west margin of Double Butte. Additionally, both isolated and concentrated rock falls are apparent. Although these features may be early Holocene to late Pleistocene in age, development proposed within or immediately adjacent to this steep hillside area should be done in conjunction with a more detailed slope stability investigation.

#### **Ground Water**

Review of records obtained from the California Department of Water Resources, Eastern Municipal Water District and the Riverside County Flood Control and Water Conservation District indicated, on an overall basis, the depth to ground water on and in the immediate vicinity of the project site has been generally greater than 100 feet below ground surface. A few isolated wells in Menifee Valley have had shallower depths, ground water encountered by these wells may be perched or buried, irregular bedrock topography.

#### **Subsidence**

Subsidence of the ground surface has occurred in the San Bernardino, San Jacinto and Murrieta Valleys. The primary cause of subsidence in these areas has been a decline in static water levels caused by the removal of large quantities of ground water from the ground water basin. Ground subsidence in the vicinity of the site has not been documented.





# ELEVATION ANALYSIS

## FEET ABOVE SEA LEVEL

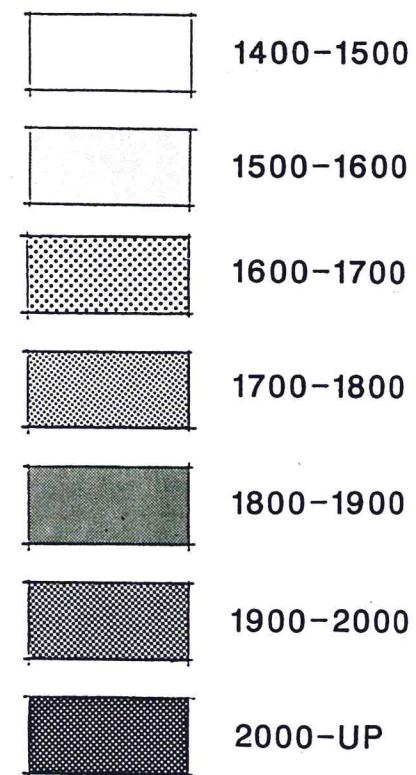


FIGURE V-5





# SLOPE ANALYSIS

## SLOPE CATEGORIES

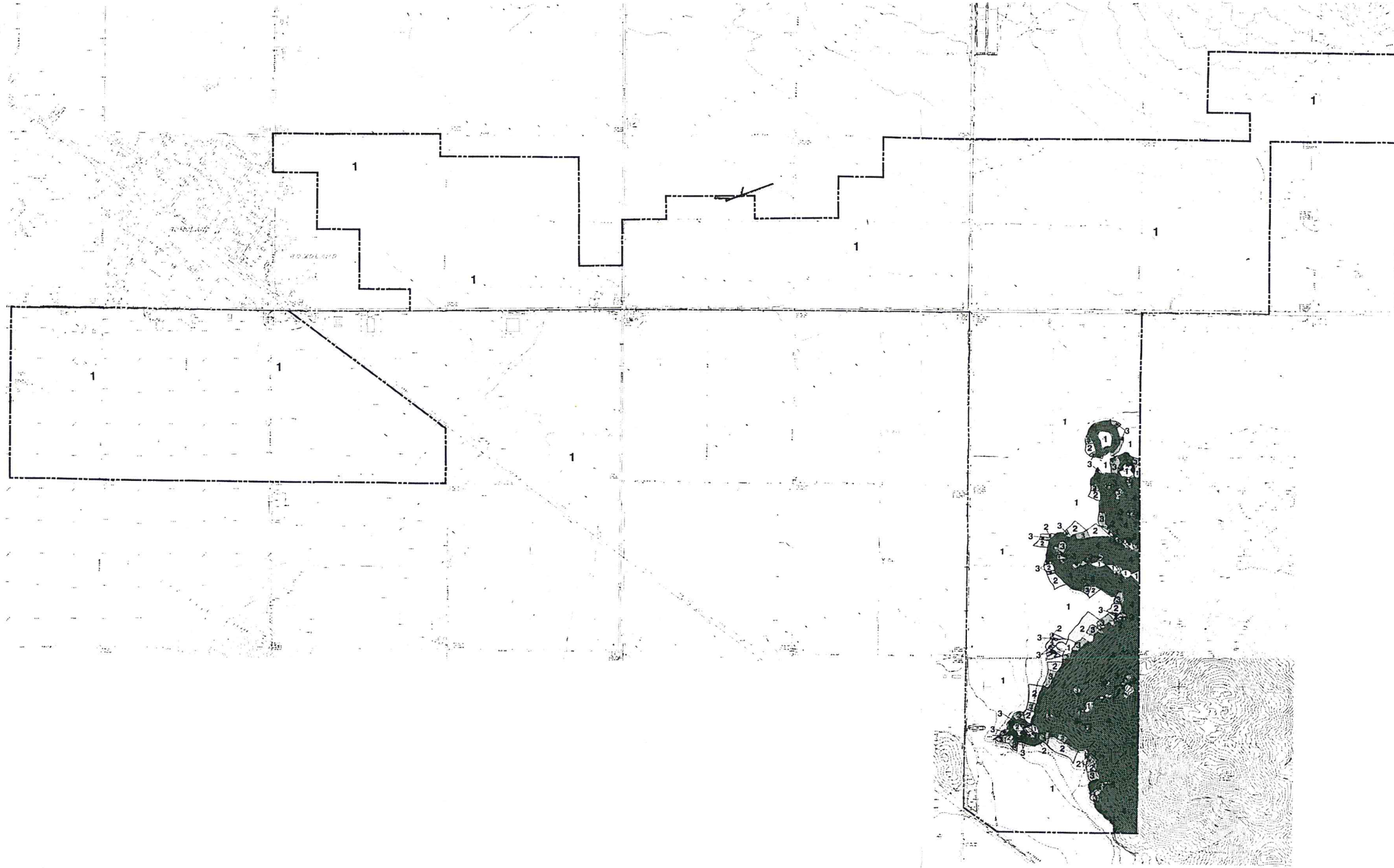
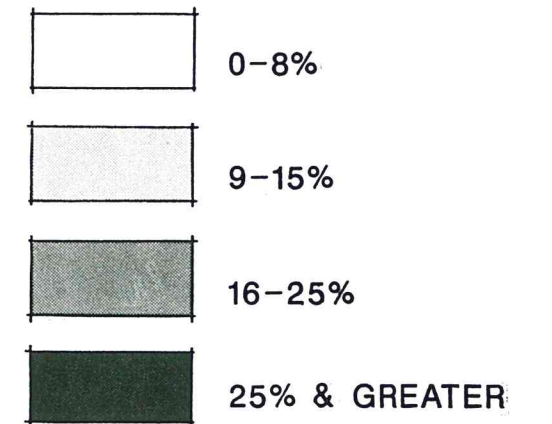


FIGURE V-6





## **b. Project Impacts/General Plan Relationship**

The Meniffee North Specific Plan is considered suitable for future development from a geotechnical standpoint, provided that the generalized recommendations found in the Geotechnical Feasibility Investigation, included as Appendix B, and future geotechnical investigations are incorporated into the design and construction of the project.

### **Topography**

Implementation of the Meniffee North Specific Plan will unavoidably alter some of the existing landforms. However, the grading plan is intended to be sensitive to and reflect natural landforms where possible.

According to the earthwork quantity take-off conducted by the project engineer, the project site is anticipated to balance on-site eliminating the need for import or export of material. Based on the Conceptual Grading Plan approximately 4,960,000 cubic yards of material will be moved. This figure may vary slightly, however, as final grading plans are developed.

Although the Conceptual Grading Study does not indicate the need for any remedial work an additional geotechnical investigation may be necessary to evaluate the amount of possible remedial earthwork required as well as establish more accurate percentages of shrinkage.

### **Slope Stability**

The existing site is generally flat and slopes gently towards the southwest at a rate of 4 percent. Based on these conditions and the nature of the on-site soils, cut and fill slopes should be stable at a 2:1 (horizontal:vertical) ratio. The only area of significant topographic relief is associated with the west margin of Double Butte within the southwest portion of the site. The Meniffee North Specific Plan has designated this area (Planning Area 36) as Open Space, which will be preserved in its natural state. However, Planning Areas 35, 37, 39 and 40 which lie immediately adjacent to the Double Butte margin will require an additional slope stability investigation.

Erosion may be controlled by positive drainage of the site and planting of erosion resistant vegetation.



## **Ground Water**

Ground water on and in the immediate vicinity of Menifee North is generally greater than 100 feet below the ground surface. Liquefaction and other shallow ground water hazards are not considered to be of potential significance due to the depth to ground water.

## **Subsidence**

As stated earlier, primary cause of subsidence is due to decline in static water levels caused by removal of large quantities of ground water. No evidence for significant static water level declines beneath Menifee North have been indicated by the ground water data obtained during the investigation.

## **General Plan Relationship**

The following Land Use Standards - Slopes and Erosion from the Environmental Hazards and Resources Element of the Comprehensive General Plan are applicable to the project site:

1. Slope Heights and Contours - All cut and fill slopes or combinations thereof shall be made no steeper than 2:1 (two horizontal to one vertical), and their height shall be no greater than ten feet. Exceptions to these standards are permitted if they are recommended to be safe in a slope stability report written by a soil engineer. The slope stability report must also include recommendations for erosion control and landscaping of the proposed grading.

In accordance with these standards, all cut and fill slopes shall be constructed at inclinations of no steeper than two (2) horizontal feet to one (1) vertical foot unless otherwise approved by the County.

2. Road Grades - County dedicated roads, County maintained roads, roads built to County standards and access roads to all lots shall be graded to a finish grade of no more than fifteen (15) percent, or as recommended by the County Department of Transportation.

In accordance with these standards, all streets shall have a gradient not exceeding 15%.

3. Slope Stability and Landscape Plans - Where land uses are to be located on slopes subject to instability, erosion or slippage, an environmental assessment, rockfall study, a geologic report or engineering report may be required.

In accordance with these standards, a geologic report for the project has been prepared and is included as Technical Appendix B.

Additionally, a more detailed slope stability investigation will be performed relative to development adjacent to the Double Butte margin.

4. Grading Plans - Grading is to be generally limited to the amount necessary to provide stable areas for structural foundations, street right-of-ways, parking facilities and other intended uses. Applicants for development permits will provide an estimate of the development proposal's grading magnitude and slope contours of the site. Depending on the magnitude of the grading operation, the applicant may be required to submit a grading plan for County approval prior to issuance of a grading permit. In addition, an Environmental Impact Report may be necessary.

In accordance with these standards, detailed grading plans shall be prepared prior to any on-site grading.

**c. Mitigation Measures**

1. Positive drainage of the site shall be provided, and water shall not be allowed to pond behind or flow over any cut and fill slopes. Where water is collected in a common area and discharged, protection of the native soils shall be provided by planting erosion resistant vegetation, as the native soils are susceptible to erosion by running water.

2. Maximum inclination of all cut and fill slopes shall be 2 horizontal to 1 vertical.

3. A more detailed slope stability investigation shall be performed for Planning Areas 35, 37, 39 and 40 relative to development adjacent to the steep hillside (Double Butte margin) area within the southeast portion of the site prior to issuance of grading permits for these planning areas.

4. Final determination of the foundation characteristics of soils within on-site development areas shall be performed by a geotechnical engineer.

5. Prior to issuance of grading permits, a seismic refraction survey shall be conducted to evaluate the rippability characteristics of the bedrock on-site indicating the approximate rippability of the bedrock materials at various depths for grading purposes.



### **3. WIND EROSION AND BLOWSAND**

The project site is not located within the wind/erosion or blowsand area designated within the Comprehensive General Plan. Also, this topic was not identified as an area of concern within the Notice of Preparation for the project. Therefore, the issue of Wind Erosion and Blowsand is not addresses within this EIR.

#### 4. FLOODING

The following discussion is based upon an engineering report prepared by J.F. Davidson & Associates. Additional input was subsequently received from Albert A. Webb Associates. Their reports are included in its entirety in the Technical Appendices.

##### a. Existing Conditions

The proposed Menifee North project site lies east of Interstate 215, north and south of State Highway 74, and west of Juniper Flats Road. A major portion of the site south of State Highway 74 is located within Zone A Floodplain as mapped by the Federal Emergency Management Agency (FEMA). (See Figure III-6, Master Drainage Plan, for floodplain boundary on-site.) According to the project engineer, there is potentially a misperception on the part of FEMA that the railroad tracks are substantially elevated with respect to the surrounding area. A site review of this area does not show this to be true. However, this floodplain mapping is not a detailed study, lacking base flood elevations. (See "Mitigation Measures".)

The site drains in a southwesterly direction in primarily a sheet-flow condition, although areas of defined flow do exist especially at the upper reaches of the watershed. The proposed site is subject to approximately 5,050 acres of off-site tributary drainage area from the north and northeast originating in the Lakeview Mountains. Generally, these flows enter the project site in a sheet-flow condition. (See Figure V-7, Master Drainage Plan.)

The project site lies within the limits of the Romoland and Homeland Master Drainage Plans prepared by Riverside County Flood Control District (R.C.F.C.D.), as shown on Figure III-5, Regional Drainage Plan. Briggs Road provides the division between the two Plans. The Homeland Master Drainage Plan is located to the east of Briggs Road, while the Romoland Drainage Plan lies to the west. Drainage fees have been established as part of the Area Drainage Plans.

Several proposed Master Drainage Plan facilities are within the sphere of the Specific Plan. The location of these Master Drainage Plan facilities is shown on Figure III-5, Regional Drainage Plan.

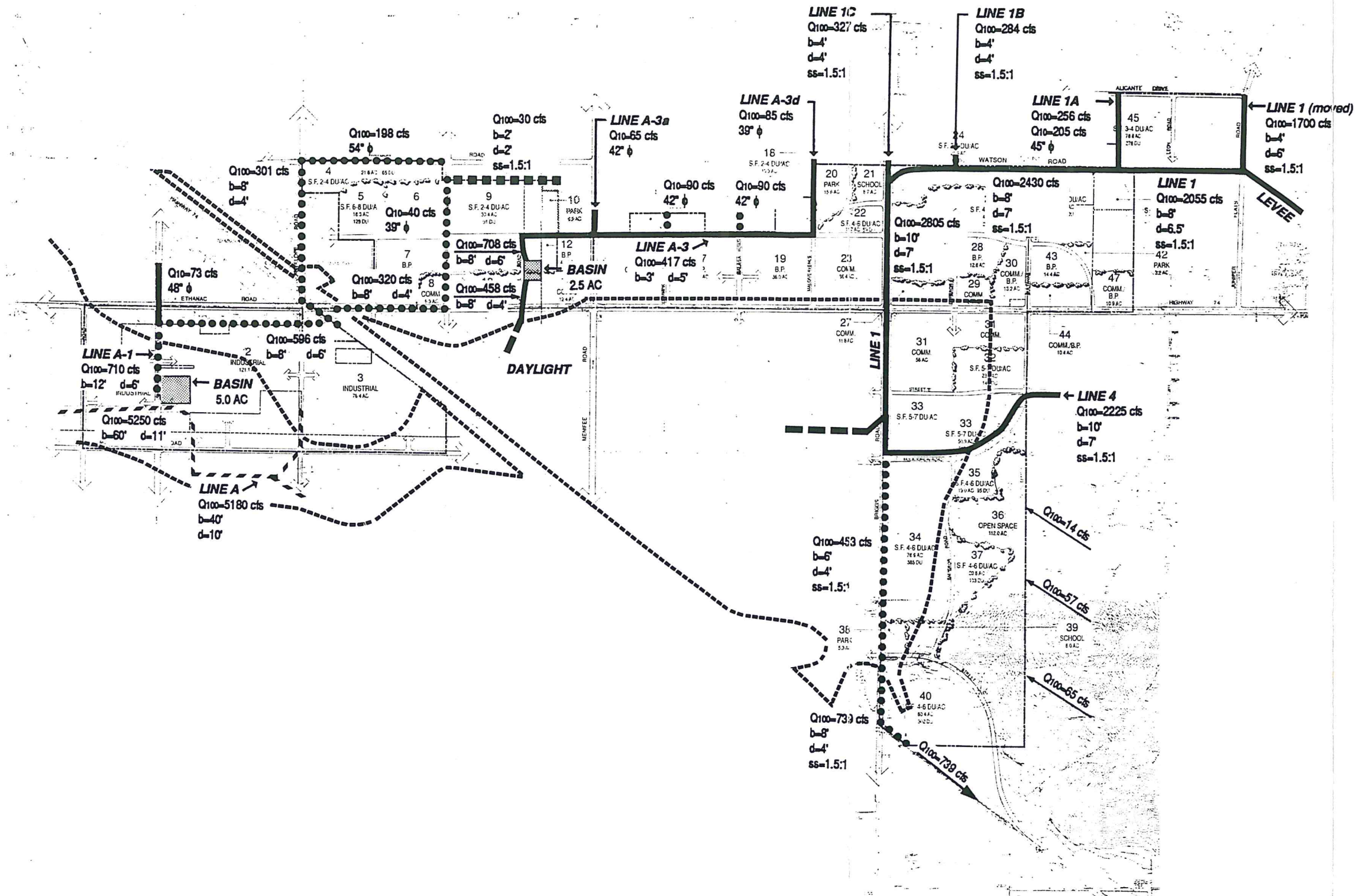
There are no existing storm drain facilities located within the boundaries of the proposed Specific Plan. However, south of State Highway 74 and near the eastern end of the project are three separate underground reinforced concrete pipe systems between Sultanas Avenue and Leon Road, which de-water existing development as well as off-site flows. These systems discharge their flows into the existing golf course channel located east of the site, as shown on Figure III-5, Regional Drainage Plan.


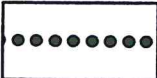

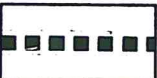

Line 1C of the Homeland MDP, reaching from Mapes Road north to Alicante Avenue exists as a concrete lined trapezoidal channel with a depth of four feet, bottom width of





# DRAINAGE PLAN



-  PROPOSED LINES PER ROMOLAND/HOMELAND MDP
-  NEW OR MODIFIED LINES
-  PROPOSED LINE A, PLAN DESIGNED & APPROVED BY RCFC
-  PROPOSED CHANNELS AT THE BOUNDARIES
-  FLOODPLAIN BOUNDARY

SOURCE Albert A. Webb & Associates

FIGURE V-7





four feet and 1.5:1 side slopes. There also exists approximately 350 lineal feet of Line 1B reaching from Alicante Avenue to the south, constructed as a concrete lined trapezoidal channel.

In addition, several low flow pipe culverts exist at various locations along State Highway 74 conveying storm flows underneath the roadway. These culverts are interim in nature and are not considered adequate to handle flows from a major storm event. The construction of proposed MDP facilities will mitigate this drainage problem.

#### **b. Project Impacts/General Plan Relationship**

Development of the Meniffee North Specific Plan will result in increased runoff due to the creation of impervious surfaces. It is estimated that for the developed condition, 100-year storm flows will increase by 15 - 20%, increasing downstream flows in the San Jacinto River.

Figure V-7, Master Drainage Plan, depicts the proposed Master Drainage Plan for Meniffee North, which has been designed to accommodate on-site and tributary flows, providing protection from 100-year storm. This Drainage Plan proposes alternative alignments to those currently shown on the Romoland and Homeland Master Drainage Plans. These alternative alignments are shown on Figure V-7.

The project proposes the construction of Master Drainage Plan improvements. Due to increased runoff, on-site retention basins are to be constructed. Concentration and diversion of flows could impact downstream land owners. If downstream facilities are not in place, any kind of diversion should be reviewed and approved by affected land owners and County Flood Control and Water Conservation District.

#### **General Plan Relationship**

The southwestern portion of the project site is shown as lying within a 100-year floodplain on the General Plan Map of Dam Inundation Areas - 100 Year Floodplains - Area Drainage Plans. (See Figure V-3, Riverside County Environmental Hazards Map.) The area depicted in the General Plan roughly corresponds with the FEMA floodplain mapping previously noted and shown on Figure V-7. Though not shown in the General Plan, the project site is within the boundaries of the Homeland and Romoland Area Drainage Plans.

The following are Land Use Standards - Flooding from the Environmental Hazards and Resources Element of the Comprehensive General Plan:

1. Flood Hazard Mitigation - Proposed developments are reviewed for location in flood hazard areas, including floodways, floodplains, areas subject to sheetflow or local ponding and dam inundation areas. A drainage study may be required. All flood-related hazards must be mitigated.



2. Floodplains - If a development proposal includes an area located in a floodplain, all new structures and substantial improvements to existing structures shall be constructed on a pad, the elevation of which is up to or above the 100-year flood elevation.

3. Drainage Improvement Fees - A development proposal located within the boundaries of an adopted Area Drainage Plan (ADP) is required to pay a fee in the amount set forth in the plan for the support of drainage improvements.

As noted above, a portion of the Menifee North project site is within a floodplain area and will, therefore, be subject to County review to ensure that all flood-related hazards are mitigated. As discussed under "Project Impacts", the proposed Master Drainage System will eliminate the flood hazard on-site. In addition, the project will be subject to Drainage Improvement fees associated with the Homeland and Romoland Area Drainage Plans.

#### **c. Mitigation Measures**

All improvements shall be constructed in accordance with the standards of the Riverside County Flood Control District.

The proposed Master Drainage Plan (Figure V-7) incorporates MDP improvements designed to reduce the impacts of increased surface runoff and provide 100-year flood protection to the project. It is anticipated that many of those facilities will be constructed as part of the conditions of approval and at the discretion of the RCFCD. Credit against drainage fees will be given to the developer for all ADP facilities constructed.

The site lies within the boundaries of the Homeland and Romoland Area Drainage Plans and will be subject to a per acre assessment fee, thereby contributing to regional drainage mitigation programs in the area.

If required by RCFCD, a floodplain analysis for existing conditions will be performed to the satisfaction of the RCFCD utilizing the Corps of Engineers HEC-2 computer program. As development occurs within the floodplain, the alteration of the floodplain must also be determined under developed conditions.

It is anticipated that the RCFCD may require that the MDP's for Homeland and Romoland be revised to better reflect changes in land use, zoning and changes in hydrological data used to calculate peak flow rates. The MDP's should be revised to work in harmony with the proposed Specific Plan. The Area Drainage Plan for both MDP's shall also be revised to reflect new costs in construction of proposed storm drain facilities, consequently updating the drainage fee schedule.

In order to mitigate potential downstream impacts resulting from increased project flows, the use of detention basins, which are shown on Figure V-7, will be required.



## 5. NOISE

The following discussion is based upon the "Noise Assessment for the Meniffee North Project, County of Riverside" (January 1990) prepared by Mestre Greve Associates, which is submitted in its entirety as a Technical Appendix to this EIR.

### a. **Existing Conditions**

#### **Noise Criteria**

Community noise levels are measured in terms of the "A-weighted decibel," abbreviated dBA. A-weighting is a frequency correction that correlates overall sound pressure levels with the frequency response of the human ear. The "equivalent noise level," or Leq is the average noise level on an energy basis for any specified time period. The Leq for one hour is the energy average noise level during the hour, specifically, the average noise based on the energy content (acoustic energy) of the sound. It can be thought of as the level of a continuous noise which has the same energy content as the fluctuating noise level. The equivalent noise level has the units of dBA, therefore, a sound measured for one hour may be expressed as one hour Leq of 57 dBA.

Several rating scales have been developed for measurement of community noise. These account for: (1) the parameters of noise that have been shown to contribute to the effects of noise on man, (2) the variety of noises found in the environment, and (3) the variations in noise levels that occur as a person moves through the environment, and (4) the variations associated with the time of day. The predominant rating scale now in use in California for land use compatibility assessment is the Community Noise Equivalent (CNEL). The CNEL scale represents a time weighted 24 hour average noise level based on the A-weighted decibel. Time weighted refers to the fact that noise that occurs during certain sensitive time periods is penalized for occurring at these times. The evening time period (7 p.m. to 10 p.m.) penalizes noises by 5dBA, while nighttime (10 p.m. to 7 a.m.) noises are penalized by 10dBA. These time periods and penalties were selected to reflect people's increased sensitivity to noise during these time periods. The day-night or Ldn scale is similar to the CNEL scale except that evening noises are not penalized. A CNEL noise level may be reported as a "CNEL of 60 dBA" "60 dBA CNEL," or simply "60 CNEL."

The criteria used to assess the acceptability of community noise levels varies with the municipality. The County of Riverside uses 65 CNEL as the critical criterion for assessing the compatibility of residential land uses with noise sources. The County of Riverside recommends that the exterior living areas (yards and patios) for new residential land uses do not exceed 65 CNEL. In addition, for multi-family residential projects, the California Noise Insulation Standard (California Administrative Code, Title 25, Chapter 1, Subchapter 1, Article 4) requires that the indoor noise levels in multi-family residential development do not exceed a CNEL of 45 dBA. The County of Riverside indoor noise standards are consistent with the state standards. The County of Riverside requires that both single and multi-family developments achieve an indoor noise standard of 45 CNEL.



Noise standards for school sites, per State of California Section 216 of the Streets and Highways Code, specify interior noise level guidelines for classrooms in schools located adjacent to a freeway. The guidelines require an L10 noise level of 55 dBA (L10 is the noise level exceeded 10% of the time) or an Leq noise level of 52 dBA. These guidelines do not specifically apply to the school sites that are part of this project; however, they may be used as a guideline to assess the compatibility of the school sites with the noise environment. The County of Riverside does not have a standard for schools.

### **Existing Traffic Noise Levels**

Existing traffic volumes and estimated speeds were used with the FHWA Model to estimate existing noise levels in terms of CNEL. Traffic volumes were obtained from the Meniffee North Traffic Study, by Kunzman Associates (November, 1989). Standard traffic mix distributions were used for the arterial roadways, and are based on traffic data obtained at various sample intersections. As discussed in Section V.D.1, Circulation, the current assessment of traffic impacts is based upon a revised traffic analysis (dated April 19, 1991 prepared by Robert Kahn, John Kain & Associates). This revised traffic analysis replaces the previous (November, 1989) traffic analysis. The assessment of noise impacts is based upon traffic volumes contained within this prior study. However, the prior traffic study indicates a higher volume of average daily traffic (123,830 ADT) associated with the project as compared to the total (117,980 ADT) estimated within the recent traffic analysis. Therefore, the higher traffic volumes contained within the previous report are felt to be adequate in providing a maximum probable ("worst-case") assessment of project-related noise impacts.

The distances to the existing CNEL contours for the roadways in the vicinity of the project site are calculated in the Noise Assessment included as a Technical Appendix to this EIR. These calculations indicate that a major noise corridor exists along I-215. Noise levels directly adjacent to the Interstate exceed 70 CNEL; however, these noise levels do not impact the project site. Route 74, Mapes Road and Unnamed Street 1 have noise levels greater than 65 CNEL. Other roadways in the project vicinity currently have low levels of traffic and correspondingly low levels of noise.

### **Railroad Noise**

The Atchison, Topeka and Santa Fe (A.T. and S.F.) Railroad tracks run diagonally along the northeastern border of Planning Area 3, then briefly along the southwestern corner of Planning Areas 53 and 54. The railroad line is used for freight train operations only. One freight train per day (going each direction) typically passes the site. The freight train passes the site once in the daytime period and once again (going the other way) in the evening period. It has an average of 60 cars per train with a maximum speed of 40 miles per hour. The freight train is not scheduled and will pass the site in a random manner, typically between 8 a.m. and 8 p.m. It was projected by the Operation Office of the A.T. and S.F. Railway line that future traffic of the freight train going through the site will basically remain the same if not decreased.



### TRAIN TIME DISTRIBUTION

<u>Time Period</u>	<u>Number of Trains</u> <u>Freight</u>
Day	1
Evening	1
Night	0

Operational data was utilized in conjunction with the Wyle Model to project train noise levels on the project site. The results of the train noise projections are displayed below in terms of noise levels experienced on the site at distances of 50, 70 and 100 feet from the tracks. The 50 foot distance represents a minimum distance from the centerline of the tracks to the nearest potential property line. The 70 foot distance was used based on a building set back of 20 feet from the yard edge. The noise projections do not include the effects of topography or barriers which may reduce the noise levels.

### RAILROAD NOISE LEVELS

<u>Distance</u> <u>From Tracks</u>	<u>CNEL Noise</u> <u>Levels</u>
50 feet	62.9
70 feet	61.5
100 feet	60.1

### Existing Noise Levels Due to Aircraft Overflights

The March Air Force Base is located approximately 7 miles northwest of the project site. This air base operates military aircraft such as KC-10, KC-135, HC-130, T-38 and F-4, as well as other transient aircrafts. The site is impacted by aircraft following the primary approach pattern that takes place west and southwest of the airfield and is directed to a southeasterly flow about 95% of the time.

The CNEL noise contours were obtained from the 1984 Air Installation Compatible Use Zone (AICUZ) Report, which is the most recent report issued. The AICUZ document is prepared by the Air Force and represents their guidelines for land use planning around the base. The noise contours indicate that a small area in the northwestern portion of the site is inside the 65 dBA CNEL contour (see Figure V-8, Future On-Site CNEL Contours).







## **b. Project Impacts/General Plan Relationship**

Potential noise impacts are commonly divided into two groups; temporary and long-term. Temporary impacts are usually associated with noise generated by construction activities. Long-term impacts are further divided into impacts on surrounding land uses generated by the project and those impacts which occur at the project site.

### **Construction Noise**

Construction noise represents a short-term impact on ambient noise levels. Noise generated by construction equipment, including trucks, graders, bulldozers, concrete mixers and portable generators can reach high levels. Grading activities typically represent the highest potential for noise impacts, however, most of the grading should occur away from existing residential land uses. However in some areas grading will be occurring adjacent to newly developed areas. For these situations, the most effective method of controlling construction noise is through local control of construction hours. When construction occurs adjacent to existing residential development the hours of construction should be limited from 7 a.m to 7 p.m on Monday through Friday. Construction should not be permitted for these circumstances on weekends or federal holidays. (See "Mitigation Measures").

### **Long-Term Impacts**

The proposed development of the Menifee North Specific Plan will generate traffic, and as a result will alter projected noise levels in the surrounding areas. To assess the impact of the proposed project on land uses adjacent to streets that will serve the project, the change in roadway noise along these streets was determined. Due to other planned development which has already been approved there will be an increase in traffic in the surrounding area with or without the proposed Menifee North Specific Plan. The change in noise was calculated for these roads and is shown below in Table VII, Traffic CNEL Noise Increase. Column 1 contrasts existing traffic noise levels with future noise levels as a result of ultimate buildout including the Menifee North Project. This first column therefore indicates the extent of the future noise increase on all roadways in the project area as a result of the cumulative development of the project combined with other planned development in the area. (See Table XXII, Other Development Proposed and Approved in the Area.) Column 2 indicates the extent of noise increase associated solely with development of the proposed Menifee North Specific Plan project.



TABLE VII  
TRAFFIC CNEL NOISE INCREASE

<u>Roadway Name</u>	<u>Cumulative Increase (incl. project)</u>	<u>Project- Related Increase</u>
I-215		
North of Mapes Road	4.9	0.7
Mapes Road to Route 74	6.0	1.0
South of Route 74	5.6	0.6
Encanto Drive		
South of Route 74	5.3	0.0
South of McLaughlin Road	-	-
Antelope Road		
North of Mapes Road	8.1	7.0
Mapes Road to Watson Road	5.9	5.0
Watson Road to Route 74	4.3	4.3
Meniffee Road		
North of Route 74	7.9	2.2
Mapes Road to Watson Road	7.4	2.1
Watson Road to Route 74	7.4	2.3
South of Route 74	5.4	0.8
South of Palomar Road	4.7	0.5
Juniper Flats Road		
North of Mapes Road	-	-
North of Route 74	1.6	1.4
Mapes Road		
East of I-215	-2.8	-2.7
Antelope Road to Meniffee Road	6.2	6.2
Meniffee Road to Malaga Road	9.2	5.6
Malaga Road to Juniper Flats	-	-
Watson Road		
West of Antelope Road	6.0	6.0
Antelope Rd. to Meniffee Rd.	10.2	7.6
Route 74		
West of I-215	11.2	4.8
Encanto Dr. to Sherman Road	14.6	6.7
Antelope Road to Meniffee Rd.	5.4	3.3
Meniffee Road to Briggs Road	4.5	2.9
Briggs Road to Sultanas Road	3.7	2.0
Sultanas Road to Leon Road	3.8	2.0
Leon Rd. to Juniper Flats Rd.	3.7	1.9
East of Juniper Flats Road	3.6	1.9
Unnamed 1		
Watson Road to Sherman Road	-4.0	-4.0
Sherman Road to Antelope Rd.	-5.2	-5.2

## **Off-Site Noise Impacts**

Future traffic noise levels impacting the project area can be determined by consulting Table VIII, Future Noise Levels with the Project. It should be noted that Table VIII only presents data on roadways where the 65 CNEL contour extends beyond the right-of-way, thereby potentially impacting existing or future land uses.

The proposed project by itself will contribute significantly to the ultimate future noise levels, with substantial noise increases along Antelope Road, Mapes Road and Route 74. Future noise exposure on these roadways will be greater than 65 CNEL. The areas that will be adversely impacted are primarily along Route 74, at the road segment west of I-215 and from I-215 to Briggs Road. As can be seen on Figure V-9, Existing Land Uses, residential uses which would be impacted are located north and south of Highway 74, between Palomar Road and I-215. Residential uses located south of Highway 74 are within Planning Area 2 of the Menifee North Specific Plan, which proposes Industrial use. If the Specific Plan is approved, it is anticipated that these residential areas will ultimately become Industrial. Therefore, the area of impact is the mobile home park and other residences located north of Highway 74, from east of Palomar Road to I-215.

As can be seen on Table VIII, the 65 CNEL contour along Antelope Road north of Mapes Road will extend 54 feet from the centerline. As Antelope Road is a Major Highway with a 100' right-of-way, the 65 CNEL contour will only extend 4' beyond the right-of-way. Similarly, for the segment of Mapes Road east of I-215, the 65 CNEL contour will extend 59' from the centerline. Mapes Road is also designated as a Major Highway with a 100' right-of-way; therefore, the 65 CNEL contour will extend 9' beyond the right-of-way. While these 65 CNEL contours may impact outdoor living areas of residential units along these roadway segments, it is anticipated that at least a 10' setback exists between the roadway right-of-way and any actual residential structures.

## **Traffic Noise Levels On-Site**

As shown on Figure V-8, Traffic CNEL Noise Contours, it is anticipated that limited portions of the project site proposed for residential use may experience noise levels greater than 65 CNEL without some form of mitigation. As illustrated by Table VIII, lots along Menifee Road, Briggs Road, and Route 74 may experience noise levels over 65 CNEL without some form of mitigation. Measures will be necessary to ensure that residential areas planned along these roadways will experience outdoor noise levels less than 65 CNEL and indoor noise levels less than 45 CNEL. The usual form of mitigation is through the construction of sound walls and sound insulation for the buildings.



TABLE VIII  
FUTURE NOISE LEVELS WITH THE PROJECT

	Distance to CNEL Contour From Centerline of Roadway (Feet)		
	<u>70 CNEL</u>	<u>65 CNEL</u>	<u>60 CNEL</u>
I-215			
North of Mapes Road	337	726	1565
Mapes Road to Route 74	330	710	1431
South of Route 74	304	656	1413
Antelope Road			
North of Mapes Road	RW	54	116
Meniffee Road			
North of Route 74	RW	92	198
Mapes Road to Watson Road	RW	84	182
Watson Road to Route 74	RW	88	189
South of Route 74	RW	96	208
South of Palomar Road	RW	91	196
Briggs Road			
South of Mapes Road	RW	RW	95
North of Route 74	RW	76	163
South of Route 74	RW	85	184
Palomar Rd. to Matthews Road	RW	73	156
South of Matthews Road.	RW	71	152
Mapes Road			
East of I-215	RW	59	128
Route 74			
West of I-215	RW	96	206
Encanto Dr. to Sherman Road	131	283	609
Sherman Road to Antelope Road	127	275	592
Antelope Road to Palomar Rd.	131	281	606
Palomar Road to Meniffee Road	127	273	589
Meniffee Road to Malaga Road	127	273	589
Malaga Road to Briggs Road	116	251	540
Briggs Road to Sultanas Road	111	240	516
Sultanas Road to Leon Road	113	244	527
Leon Rd to Juniper Flats Rd.	113	244	526
East of Juniper Flats Road	116	249	537

RW-Contour falls on roadway

The school sites which are proposed within Planning Areas 21 and 39 could be exposed to noise levels exceeding 65 CNEL. According to the California Land Use/Noise Compatibility Guidelines, school uses within the 65 CNEL zone are "conditionally acceptable" and "new construction of development should be undertaken only after a detailed analysis of the noise reduction requirement is made".

### **Railroad Noise Levels On-Site**

The area along the A.T. & S.F. railroad tracks will be exposed to noise levels less than 65 CNEL. The nearest outdoor residential areas (Planning Area 40) along the tracks are potentially located 50 feet from the centerline of the tracks and will be exposed to a maximum unmitigated noise level of 62.9 CNEL. As this noise level is less than 65 CNEL, the noise exposure due to the railroad on the site is insignificant.

### **Aircraft Noise Levels On-Site**

Proposed residential uses within portions of Planning Areas 4, 5, 6 and 9 are within the 65 CNEL zone for March AFB and would be adversely impacted. Mitigation measures are not available to mitigate the resulting impacts, resulting in a "significant" project impact. Development of the land inside the 65 CNEL zone with less noise sensitive land uses, such as office, commercial, industrial use would result in no significant impacts. (See Section V.H.3, Alternatives to the Proposed Project, for a discussion of alternate land uses within noise impacted areas.)

### **General Plan Relationship**

The project site is shown as impacted by the March Air Force Base 65 db CNEL contour, per the County of Riverside Airport Noise Impact Area Map. (See Figure V-3, Riverside County Environmental Hazards Map.) It should be noted that this Map is based upon an October 1979 study which established CNEL contours for noise impacted areas. Subsequent studies have since been performed (1984 AICUZ Report) which lessen the area of 65 CNEL impact on the project site. (See Exhibit 5, March Air Force Base Noise Contours, within Noise Assessment in Technical Appendices to this Specific Plan document.)

The Environmental Hazards and Resources Element of the Comprehensive General Plan includes Land Use Standards-Noise. Those which are relative to the proposal are listed below:

1. The following uses shall be considered noise sensitive and shall be discouraged in areas in excess of 65 CNEL (dBA): Single and multiple family residential, group homes, hospitals, schools and other learning institutions, and parks and open space lands where quiet is a basis for use.



2. Proposed noise sensitive projects within noise impacted areas shall be required to have acoustical studies prepared by a qualified acoustical engineer and may be required to provide mitigation from existing noise.

3. Proposed projects which are noise producers shall be required to have an acoustical engineer prepare a noise analysis including recommendations for design mitigation, if the project is to be located within close proximity to a noise sensitive land use or land zoned for noise sensitive land uses.

In accordance with these land use standards and due to potential for on-site areas adjacent to roadways to possess noise levels in excess of 65 CNEL, a noise analysis has been prepared in order to insure that all residences will comply with the County's requirement of a maximum interior noise level of 45 dBA. This Noise Assessment, which proposes "Mitigation Measures" (as discussed below) is included as a Technical Appendix to the EIR.

According to the Land Use Compatibility Chart for Community Noise, the location of single-family residential use within areas impacted by noise levels of 65 CNEL is considered "Conditionally Acceptable", if the noise is mitigatable. Otherwise, such a use is considered "Generally Unacceptable". The location of the proposed school sites (P.A. 21, 39 and 48) within an area exposed to noise levels of 65 CNEL is considered "Conditionally Acceptable" if the noise is mitigatable. The location of parks (Planning Areas 10, 20 and 38) within the 65 CNEL contour is also considered "Conditionally Acceptable" if the noise is mitigatable.

#### **c. Mitigation Measures**

Construction adjacent to existing residential development shall be limited to the hours of 7 a.m. to 7 p.m., Monday through Friday. Construction should not be allowed on weekends or federal holidays.

#### **On-Site Mitigation Measures**

Residential, commercial and Business Park uses along Meniffee Road, Briggs Road, and Route 74 may experience noise levels over 65 CNEL without some form of mitigation. Mitigation measures are needed to reduce on-site levels in outdoor and indoor residential areas exposed to exterior ambient noise levels greater than 65 CNEL. Therefore, a more detailed noise analysis will be warranted when development plans are developed for areas along these roadways. As stated in Section III.A.1.b, Comprehensive Land Use Plan Development Standards (No. 22), "Prior to the issuance of final grading plans for individual planning areas, a detailed noise analysis shall be prepared to determine the height and location of noise barriers needed to achieve acceptable noise levels. This condition shall apply to all planning areas in the Meniffee North Specific Plan adjacent to Meniffee Road, Briggs Road and Route 74. This includes Planning Areas 21, the proposed elementary schools adjacent to Briggs Road. Mitigation measures for the school can



include construction of a sound wall and sound insulation for the buildings. Another option would be to relocate the school site to an area where the noise level is 60 CNEL or less.

Noise barrier heights were calculated for sample locations along Meniffee Road, Briggs Road and Route 74. In some areas the barrier will have to reduce the noise level by approximately 1 to 5 dBA. Walls of 3 to 5 feet may be required along Meniffee Road and Briggs Road. Walls of 6 feet or greater may be required along Route 74. However, in order to avoid aesthetic impacts of walls exceeding 6 feet, a combination berm and wall would reduce the wall height considerably. The noise barrier heights projected may also be reduced through site design, such as setbacks from the roadways, grade separations, and exterior living area orientation. The barriers could be a berm, wall, or a combination berm and wall. Walls should not contain holes or gaps, and should be constructed of slumpstone or other masonry material.

### **Off-Site Mitigation Measures**

In order to mitigate impacts to off-site residential areas that will be exposed to noise levels greater than 65 CNEL as a result of project traffic generation, Mestre Greve Associates recommends three potential options:

1. Reduce the project density so that traffic volumes in adjacent residential areas are not increased beyond the limits that would require off-site mitigation. (See Section V.H.3., Alternatives to the Proposed Project.)
2. Provide off-site mitigation in the form of barriers, structural upgrades, etc. This option would require the developer to work with the other developers and homeowners in the area to determine final wall heights, building upgrades, etc. needed for mitigation. The project developer will participate in any off-site noise mitigation program in place at the time of project approval.
3. Determine that the above two measures are not reasonable and feasible, and identify the off-site noise impacts as unavoidable adverse impacts. As the County of Riverside presently has no off-site noise mitigation program and in order to provide a "worst-case" assessment of project impacts, off-site noise impacts have been identified as an unavoidable adverse impact. (See Section V.H.2., Unavoidable Adverse Impacts.)



## **6. CLIMATE AND AIR QUALITY**

### **a. Existing Conditions**

#### **Climate**

The project site lies within the South Coast Air Basin (SCAB), which encompasses about 8,630 square miles in Southern California. The climate of the basin is classified as Mediterranean, characterized by a pattern of cool, wet winters and warm, dry summers. Typical dry summers are caused by a semi-permanent high pressure cell located over the eastern Pacific Ocean. This system generally blocks storms from moving into the basin.

The climate in the project vicinity typifies that of the entire basin. Temperatures recorded in the Menifee Valley Area range from 20 to 109 degrees fahrenheit, with an annual average temperature of 64 degrees fahrenheit.

Approximately 90% of the precipitation in the area occurs between November and March, when the high pressure system in the eastern Pacific weakens, allowing storms, to move through the area (mostly from the northern Pacific). The average amount of annual rainfall in the Menifee Valley Area is 12 inches.

Based upon measurements taken at Perris Valley Airport, located approximately 5 miles northeast of the project site and data compiled at March Air Force Base, located 10 miles to the northeast of the project site, the estimated speed of prevailing southwesterly winds in the Menifee Valley area is 6 knots. However, wind speed and direction are typically unstable, due to occasional northerly gusts.

#### **Air Quality**

The project site lies within the South Coast Air Quality Management District (SCAQMD), which maintains monitoring stations throughout the County. The monitoring station nearest the site with published data available is Perris Air Quality Monitoring Station. Only quantities of oxidant (ozone) are measured at that facility. At present, oxidant is the most serious problem in the project area. Oxidant is formed by a multi-step photochemical reaction between oxides of nitrogen and reactive hydrocarbons. Extended periods of intense sunlight, which is characteristic of the project area, contribute to the high oxidant levels. Total suspended particulates (TSP) also continue to be a major problem in the South Coast Air Basin.

Carbon monoxide and nitrogen dioxide are not monitored at the Perris station. Levels of these pollutants are attributable primarily to automobile traffic, and usually do not reach high levels except near major congested roadways. The levels of these pollutants are probably very low in the project area.

State and federal standards for lead and sulfur oxides were not exceeded at the station. It should be noted that the standards for these pollutants are exceeded in other parts of the air basin, but were not exceeded for the Perris station.

Provided below is a summary of air quality trends for the previous four years at the Perris Station:

TABLE IX  
AIR QUALITY LEVELS MEASURED AT  
THE PERRIS AMBIENT AIR MONITORING STATION

<u>Pollutant</u>	<u>California Standard</u>	<u>National Standard</u>	<u>Year</u>	<u>Max. Level</u>	<u>Days State Std. Exceeded</u>
Oxidant	0.10 ppm for 1 hour	0.12 ppm for 1 hour	1986	0.22	133
			1987	0.20	136
			1988	0.23	137
			1989	0.21	147
					<u>Percent AGM Std. Exceeded</u>
Particulates	50 ug/m3 for 24 hr	260 ug/m3 for 24 hr	1986	215	18.8%
			1987	187	33.3%
			1988	164	63.3%
			1989	187	66.1%

#### b. Project Impacts/General Plan Relationship

Air quality impacts are usually divided into short term and long term. Short term impacts are usually the result of construction or grading operations. Long term impacts are associated with the build-out condition.

##### Short Term Impacts

Temporary impacts will result from project construction activities. Air pollutants will be emitted by construction equipment and dust will be generated during grading and site preparation. Construction activities for large development projects are estimated by the U.S. Environmental Protection Agency ("Compilation of Air Pollutant Emission Factors") to add 1.2 tons of fugitive dust per acre of soil disturbed per month of activity. If water or other soil stabilizers are used to control dust as required by SCAQMD Rule 403, the emissions can be reduced by 50 percent. Applying the above factors to the approximately 1,546.2 acres of the project (not including the 112.0 acres of open space), a 6 month



grading cycle, and a 5 year grading duration, results in an average of 11.07 tons per day of particulate emissions released for the three proposed phases of grading (Phase I: 11.24 tons/day; Phase II: 11.25 tons/day; Phase III: 10.72 tons/day). This is a small amount compared to the 146 tons per day of particulates currently released in Riverside County. Additionally, this material is inert silicates, rather than the complex organic particulates released from combustion sources which are more harmful to health. Dust generated by such activities usually becomes more of a local nuisance than a serious health problem. In some cases grading may be near existing development. Care should be taken to minimize the generation of dust. Common practice for minimizing dust generation is watering prior to and during grading.

Heavy-duty equipment emissions are difficult to quantify because of day to day variability in construction activities and equipment used. A diesel powered scraper is the most common equipment used for grading operations. For this type of project 2 pieces of heavy equipment may be expected to operate at one time. If all of the equipment operated for 8 hours per day the following emissions factors would be applied; 5.4 pounds per day of carbon monoxide, 23 pounds per day of nitrogen oxides, 2.35 pounds per day of hydrocarbons, 1.7 pounds per day of sulfur oxides, and approximately 1.5 pounds per day of particulates. The emissions generated by the assumed number of pieces of heavy construction equipment are listed in Table X below.

TABLE X  
PROJECT RELATED EMISSIONS  
(DIESEL POWERED SCRAPER)

<u>Pollutants</u>	<u>Resultant Emissions</u>
CO	= 10.8 lbs/day
NOx	= 46.0 lbs/day
SOx	= 3.4 lbs/day
Particulates	= 3.0 lbs/day
HC	= 4.7 lbs/day

### **Long Term Impacts**

The main source of emissions generated by the project will be from motor vehicles. Other emissions will be generated from the residential combustion of natural gas for space heating and the generation of electricity. Emissions will also be generated by the commercial use of natural gas and electricity.

Estimates of the vehicular emissions generated by the proposed project were made using emission factors from the SCAQMD "Air Quality Handbook," (April 1987). The factors are based on the EMFAC6D Program.



## 1. Motor Vehicle Emissions

The greatest project-related air quality impact results from the 138,250 daily vehicle trips the project will generate at build-out. The amount of motor vehicle emissions associated with the proposed project is calculated based upon the total vehicle miles traveled (VMT) at various phases of development. The VMT is determined by multiplying the 138,250 average daily trips (ADT) generated by the development times the average trip length of 10.0 miles for an averaged total of 1,382,500 VMT (rounded to the nearest ten mile increment). An average vehicle speed of 35 miles per hour was assumed for the projections. The emissions are projected for the year 2000. The project's vehicular emissions are presented in Table XI.

TABLE XI  
MOTOR VEHICLE EMISSIONS  
DAILY EMISSIONS FOR PROPOSED PROJECT

CO	= 1,382,500 VMT X 4.02 gm/mi X 1 lb/454 gm	= 12,241.52 lbs/day
NOX	= 1,382,500 VMT X 1.06 gm/mi X 1 lb/454 gm	= 3,227.86 lbs/day
Part	= 1,382,500 VMT X 0.269 gm/mi X 1 lb/454 gm	= 819.14 lbs/day
ROG	= 1,382,500 VMT X 0.33 gm/mi X 1 lb/454 gm	= 1,004.90 lbs/day

## 2. Use of Natural Gas and Electricity

Residential units utilize an estimated 6,081 kwh/unit/year. Utilizing this estimate, the 2,654 units proposed by the Meniffee North Specific Plan would utilize 16,138,974 kwh per year. Approximately 2,535,410 square feet of commercial use is proposed. A factor of 8.8 kwh per s.f. per year is utilized, for a total of 22,311,608 kwh. Approximately 3,590,433 square feet of business park is proposed. A factor of 8.8 kwh per s.f. per year is utilized, for a total of 31,595,810 kwh. Approximately 3,011,085 square feet of industrial space is proposed. A factor of 8.8 kwh per square feet per year is utilized, for a total of 26,497,548 kwh/year. Based upon the above information, the total annual electrical usage for the Meniffee North Specific Plan is projected at 96,543,940 kwh. See Power Plant Emissions (Table XII) for emissions associated with this demand for electricity.

Natural Gas - The primary use of natural gas by the project will be for combustion to produce space heating, water heating and other miscellaneous heating or air conditioning. Consumption for residential use is estimated by Southern California Gas Co. at 6,665 cubic feet/unit/month for single-family dwelling units. The 2,654 units proposed by this project would require 17,688,910 cubic feet of natural gas per month. Approximately 2,535,410 square feet of commercial use, 3,590,433 square feet of business park, and 3,011,085 square feet of industrial space is proposed. A factor of 2.0 c.f. per s.f. per month for business park and industrial uses and 2.9 c.f. per s.f. per month for commercial uses are utilized for a total of 20,555,725 cubic feet per month for non-residential uses. Based



upon the above information, the average monthly consumption of natural gas for the Menifee North Specific Plan is projected to be 38,244,635 cubic feet. See Natural Gas Emissions (Table XIII) for emissions associated with the projects consumption of natural gas.

TABLE XII  
POWER PLANT EMISSIONS\*

CO	=	96,543,940 kwh x .20 lbs/1,000 kwh	=	19,308.79 lbs/yr
NOx	=	96,543,940 kwh x 1.15 lbs/1,000 kwh	=	111,025.33 lbs/yr
SOx	=	96,543,940 kwh x .12 lbs/1,000 kwh	=	11,585.27 lbs/yr
Part	=	96,543,940 kwh x .04 lbs/1,000 kwh	=	3,861.76 lbs/yr
ROG	=	96,543,940 kwh x .01 lbs/1,000 kwh	=	965.44 lbs/yr

\* Resulting from consumption of 96,543,940 kwh per year generated by a power plant, assuming continued availability and use of natural gas in power plants, and average hydro year.

CO	-	Carbon Monoxide
NOx	-	Nitrogen Oxides
SOx	-	Sulfur Dioxide
Part	-	Particulates
ROG	-	Reactive Organic Gas

TABLE XIII  
NATURAL GAS EMISSIONS

CO	=	38,244,635 c.f X 20 lbs/1,000,000 c.f.	=	764.89 lbs/mo.
NOx	=	38,244,635 c.f X 1.15 lbs/1,000,000 c.f.	=	43.98 lbs/mo.
SOx	=	negligible		
Part	=	38,244,635 c.f X .15 lbs/1,000,000 c.f.	=	5.73 lbs.mo.
ROG	=	38,244,635 c.f X 5.3 lbs/1,000,000 c.f.	=	202.70 lbs/mo.

## Total Emissions

The additional emissions generated by the project are compared to emissions for Riverside County in Table XIV. The total emissions generated by the project are presented in the first line of Table XIV. The Riverside County emissions are for the year 2000 and have been taken from the 1982 Revision to the Air Quality Management Plan. The increases in all of these pollutants when compared to Riverside County emissions will be less than 2.6%.

TABLE XIV  
COMPARISON OF EMISSIONS

<u>Contaminant</u>	<u>CO</u>	<u>NO<sub>x</sub></u>	<u>SO<sub>x</sub></u>	<u>Part.</u>	<u>ROG</u>
<b>Emissions in Tons per Day</b>					
2000 Menifee North (Tn/Dy)	6.16	1.76	0.02	0.42	0.50
2000 Riverside Co. (Tn/Dy)	504	68.4	6.34	147	222
<b>Emissions as a Percent of Regional Emissions</b>					
Percent of County Emissions	1.22%	2.57%	0.32%	0.29%	0.23%

This pollutant generation is considered "significant" by the "Air Quality Handbook for Preparing EIR's", which suggests that "significant" impacts will occur when a project is capable of daily emissions of one or more of the pollutants listed below:

Carbon Monoxide	550 lbs. or 0.28 tons
Nitrogen Oxides	100 lbs. or 0.05 tons
Sulfur Dioxide	150 lbs. or 0.08 tons
Particulates	150 lbs. or 0.08 tons
Reactive Organic Gases	75 lbs. or 0.04 tons

Air Quality impacts associated with development of Menifee North are **considered significant** adverse impacts in the generation of carbon monoxide, nitrogen oxide, particulates, and reactive organic gases.



## Air Quality Management Plan

The South Coast Air Quality Management District (SCAQMD) adopted its first Air Quality Management Plan (AQMP) in 1979. The plan contained measures which the federal Environmental Protection Agency (EPA) and the State Air Resources Board (ARB) wanted given high priority. When the Plan failed to meet the carbon monoxide and ozone standards, the District obtained an extension until 1982 to revise the plan to meet these standards. Under the Clean Air Act, the plan must demonstrate attainment of all National Ambient Air Quality Standards by 1987. However, viewing the deadline as unobtainable, the 1982 Revision of the AQMP called for attainment over the next twenty years. Since it could not show attainment by the 1987 deadline, the EPA under federal court order, disapproved the 1982 AQMP Revision in 1987. In response, the SCAQMD prepared the 1989 AQMP Revision which its Governing Board along with the Executive Committee of SCAG jointly adopted in March 1989 and which the ARB later approved in August 1989. The SCAQMD had overall responsibility for development the plan. However, SCAG prepared the transportation management, growth management, and land use portions of the plan, while the ARB developed the mobile source control measures for the plan. The plan forms the framework for all subsequent air pollution control efforts in the South Coast Air Basin (SCAB). Additionally, when preparing the State Implementation Plan (SIP), the ARB must include those parts of the AQMP needed for compliance with the Clean Air Act.

Plans, permit activity, project approvals, programs, funding, and other county actions must conform with the 1989 AQMP. Conformity ensures that the actions of local government do not jeopardize attainment of the National Ambient Air Quality Standards within the basin. Under the AQMP, the County must take certain actions and meet certain deadlines for each transportation, land use, and energy conservation control measure. To check this, the AQMP establishes a procedure for reviewing local government efforts that it calls conformity. If this conformity review shows that a local government is not implementing the AQMP, then additional regulations can be imposed.

## Growth Management Plan

The Growth Management Plan (GMP) presents the region's forecasts and policies for dealing with anticipated growth between now and 2010. The GMP forecasts the amount of population, housing and employment growth expected in Southern California. The Growth Forecasts contained in the GMP are the forecasts used in the Regional Mobility Plan (RMP), the Air Quality Management Plan, and the Regional Housing Needs Assessment (RHNA).

Creating the GMP began in 1986 with SCAG developing the Baseline Projections. The Baseline projects that in the year 2010, the population of the region will be 18.3 million people - a growth of more than 4.5 million persons over the 1988 figure. To house this increase adequately, 2.2 million dwelling units need to be built by 2010. The region's jobs will increase from 6.0 million in 1984 to 9.0 million in 2010. SCAG Committees



determined that the GMP should be based upon the amount of growth which was likely to occur. No policies were established to control the regional totals because there were no viable ways to limit the growth. However, the Committee decided that the region needed the distribution of growth influenced in order to minimize adverse impacts.

The Recommended Job/Housing Balance Alternative (GMA4-ModJ/H) emphasizes the most recent growth trends in the subregional distribution of population, housing, and employment. It incorporates the policy of job/housing balance by redirecting 9% of new employment to housing-rich areas, and 5% of the housing units added between 1984 and 2010 to job-rich areas. This will achieve a more balanced distribution of jobs and housing among subregions. Jobs/housing balance alone achieves 33% of the Reactive Organic Gases (ROG) reductions to be accomplished by all transportation, land use and energy conservation measures. The GMA4-ModJ/H Balance is used in the Regional Housing Needs Assessment, the Regional Mobility Plan, and the Air Quality Management Plan.

The GMP centers on implementation by local governments. For local jurisdictions, implementation of the job/housing balance policy to attain subregional performance goals is through development of general plans that incorporate a regional job/housing balance policy and through adoption of measures and ordinances, and through issuance of development permits according to suggested guidelines.

The Menifee North Specific Plan lies within the Central Riverside Subregion. The 2010 housing forecast for this subregion is 258,000 units, which is an addition of 168,800 units over the 1984 level. The employment forecast of 179,500 jobs represents 139,700 additional jobs between 1984 and 2010. The job/housing balance ratio of .45 in 1984 improves to .70 in the year 2010. The job/housing balance performance ratio computed by dividing added jobs by added dwelling units from 1984 to 2010 is .83.

The Menifee North Specific Plan proposes approximately 9.14 million square feet of commercial, business park and industrial uses. According to the "Fiscal Impact Analysis, Menifee North Specific Plan" prepared by Natelson, Levander, Whitney, Inc. (included as Technical Appendix H), the proposed commercial facilities will employ an estimated 17,672 persons at full buildout. The project proposes to construct 2,654 dwelling units, resulting in a jobs/housing ratio of 6.66, which far exceeds the performance ratio for Central Riverside of .83 recommended in the Growth Management Plan. As such, the project conforms to the goals and benefits of job/housing balance. Cities within the Central Riverside sub-region can trade performance goals as long as the incremental ratio for the subregion is maintained and the performance goals are consistent with the 1994 allocations in the Regional Housing Needs Assessment.

As discussed in Section V.H.1, Cumulative Impacts Analysis, a total of 851.3 acres of commercial, industrial, office and business park uses are proposed by other projects in the area thereby increasing employment opportunities in the central Riverside subregion by an estimated 21,375 jobs. Dividing the 21,375 jobs by the cumulatively proposed 32,466



dwelling units results in a jobs/housing balance of .66 which is below the Central Riverside performance ratio of jobs/housing balance of .83.

Chapter VII, Growth Management Plan Implementation Process of the Growth Management Plan contains the following proposed evaluation criteria: "Projects that add jobs or housing and meet the performance goals are handled by the normal permitting process, but cities must assure compatibility of land uses when approving new development. When projects that a city wishes to approve contribute to job/housing imbalance at the subregional level, conditional permits should be required until mitigation measures bring the subregion's job/housing balance within the incremental ratio."

### **Regional Mobility Plan**

The Regional Mobility Plan (RMP) depicts roadways in the South Coast Air Basin as a "Long Range Corridor" per RIV-SAN Study Recommendation. Neither Highway 79 nor any other project roadway are designated as a "Long Range Corridor". Future employers of 100 or more within the proposed commercial business park or industrial areas will be required to develop and to implement modified work schedule and flextime options. As discussed in Section V.D.1, Circulation, a portion of the commercial parking area in Planning Area 8 is recommended for Park-N-Ride use on weekdays between 6:00 a.m. and 6:00 p.m. Figure V-19, Bus Turnout and Stop Locations, shows recommended bus turnout and potential future bus stop locations, although the study area is currently not served by a transit service. These on-site turnouts should be constructed in conjunction with street improvements. As such, the Menifee North Specific Plan complies with the goals and policies of the RMP.

### **General Plan Relationship**

There are two Land Use Standards in the Riverside County Air Quality Element of the Comprehensive General Plan relative to air quality. They concern air quality impact mitigation and sensitive land uses.

1. Air Quality Impact Analysis & Mitigation - An applicant shall submit an air quality analysis to the County Planning Department if the proposed project meets one of the threshold criteria of significance for air quality or threshold levels for land uses identified in the South Coast Air Quality Management District's Air Quality Handbook for Preparing Environmental Impact Reports as it now exists or may from time to time be revised, updated, or amended.

When preparing an air quality analysis, the analyst must establish existing air quality conditions and show any incremental emissions by type and quantity owing to the project. The analyst must assess the air quality impact during all its stages, namely planning, acquisition, development and operation. A significant air quality impact may occur as either direct emissions, such as smoke pouring out of a smoke stack, or indirect emissions like those generated by people driving to and from a project, or both. Because both of



these sources contribute to poor air quality, the air quality analysis must quantify both the project's direct and indirect emissions. Additionally, it should also address the project's impact on sensitive receptors; that is, schools, hospitals, convalescent homes and agricultural areas.

If the proposed project will have a significant impact on air quality, the analysis must propose suitable mitigation measures as identified in the South Coast Air Quality Management District's "Air Quality Handbook for Preparing Environmental Impact Reports". At the planning stage, project design may have to incorporate mitigation measures involving transportation, energy conservation and development patterns. When mitigating traffic impacts, project designs should include some of the following: convenient access to transit facilities, bus shelters, benches, and buspockets in street right of ways; streetlights, walk lights, curbs and sidewalks for pedestrians; bikeways and convenient bicycle storage; and parking facilities which improve traffic flows and ease periodic congestion. Design features which conserve energy and mitigate impacts to air quality include those which meet or exceed energy conservation standards already required by state or local regulations; solar water and pool heaters; energy efficient street lights and landscaping practices which reduce the heating and cooling costs of buildings. Mitigation measures involving development patterns encourage a better ratio of jobs to houses and higher density development within existing urban centers.

Mitigation measures which may be required during the site preparation stage fall into two categories. The first category includes measures used during clearing, grading, earth moving and excavation. These measures include: controlling fugitive dust by regular watering, paving construction roads, as well as other dust control measures (SCAQMD Rule 403) and proper maintenance of equipment engines. The other category of measure are required after clearing, grading, earth moving and excavation. These mitigation measures include: growing ground cover, spreading soil binders or water to prevent wind erosion, and sweeping nearby streets clean of any silt deposited there during site preparation.

The next stage of development is the construction stage. Mitigation measures which may be required during this stage involve: wetting areas where vehicles operate to prevent raising dust when vehicles leave the site; wetting areas in the late morning and at the end of the work day; and using low sulfur fuel (0.05% by weight) in construction equipment. In conjunction with these mitigation measures, construction activities should be reduced on days with high ozone concentrations and discontinued during second and third stage smog alerts.

The fourth of development encompasses the project's useful life. Transportation mitigation measures which should occur during the project's useful life include: providing a full time, on-site rideshare coordinator; giving financial incentives for ridesharing; providing subsidies for carpooling, vanpooling and/or using public transit; allowing flexible or modifying work schedules for rideshare employees, etc.



In response to Land Use Standard No. 1, EIR No. 374 for the Menifee North Specific Plan includes an air quality analysis, as presented under "Project Impacts". This analysis was prepared utilizing the SCAQMD "Air Quality Handbook for EIR's" and quantifies incremental increases in emissions associated with long term operation of the project, such as due to vehicular travel, and gas and electrical demands. Emissions are quantified for the construction phase of project development. Mitigations associated with the construction phase include adherence to AQMD Rule 403. Other air quality mitigation measures to be implemented during the construction phase are listed in Section V.C.2, Slopes and Erosion. These measures include: preparation of a Conceptual Grading Plan which includes techniques employed to prevent erosion during grading, and planting interim landscaping within 90 days of completing grading (unless building permits have been obtained).

A number of mitigation measures have been incorporated into the project design, in compliance with Land Use Standard No. 1. These measures include: provision of bus turnouts as shown on Figure V-19. Also, Specific Plan Land Use Development Standard #15 states that "Passive solar heating techniques may be employed whenever practical within the project". Finally, during the project's useful life, it is anticipated that future employers of 100 or more within the proposed commercial center would be required to develop and to implement modified work schedule and flextime options, in accordance with Regulation XV. In July of 1991, firms employing 50 persons or greater will also be subject to Regulation XV. It should also be noted that Regulation XV will also apply to the grading and construction firms working on the Menifee North site.

2. Sensitive Land Uses - Sensitive land uses should not be located adjacent to sources of heavy air pollution, such as major roadways or heavy industrial land uses.

The park site in Planning Area 38 and the school in Planning Area 21 proposed by the Menifee North Specific Plan are considered "sensitive" land uses which are located along a major roadway (Briggs Road).

The Circulation Element of the Riverside County Comprehensive General Plan indicates that Highway 74 should contain a Class II (within the right-of-way) bicycle trail.

c. Mitigation Measures

1. The quantity of particulate matter and other pollutants emitted during the grading and construction phase of the proposed project may be reduced through watering graded surfaces and planting ground cover as dust palliatives, in accordance with SCAQMD Rule 403. Though not required by SCAQMD Rule 403, the following additional mitigations are recommended to minimize construction activity emissions: Water site and equipment morning and evening; spread soil binders on site, unpaved roads and parking areas; operate street-sweepers on paved roads adjacent to site; reestablish ground cover on construction site through seeding and watering; pave construction access roads, clean up the access roads and public roadways of soil, if necessary; and implement rapid cleaning

up of debris from streets after major storm events. The following mitigations are recommended to reduce construction equipment emissions: wash off trucks leaving site; require trucks to maintain two feet of freeboard, i.e., the distance between the top of the load and the top of the truck bed sides; properly tune and maintain construction equipment, and use low sulfur fuel for construction equipment.

2. In response to the County of Riverside General Plan, a Class II Bikeway shall be provided along Highway 74 through the project site.

3. A portion of the commercial parking area within Planning Area 8 is recommended for Park-N-Ride use on weekdays between 6:00 a.m. and 6:00 p.m. (see Section V.D.1, Circulation).

4. Figure V-19, Bus Turnout and Stop Locations, shows recommended bus turnout and potential future bus stop locations, although the study area is currently not served by a transit service. These on-site turnouts should be constructed in conjunction with street improvements.

5. Low VOC (Volatile Organic Compound) emitting paints should be used.



## **7. WATER QUALITY**

### **a. Existing Conditions**

According to the Geotechnical Consultant, Gary S. Rasmussen & Associates, the depth to ground water on and in the immediate vicinity of the Meniffee North site has been generally greater than 100 feet below the ground surface. Although a few isolated wells in Meniffee Valley have had somewhat shallower depths, ground water encountered by these wells may be perched on buried, irregular bedrock topography. The property is located within the Perris Valley Hydrologic Subarea of the San Jacinto Valley Hydrologic Unit, which is part of the Santa Ana Drainage Province.

The California Porter-Cologne Water Control Act of 1968 and the Federal Water Pollution Control Act Amendment of 1972 required that comprehensive water quality control plans be developed for all waters within the State. In order to accomplish this, the California State Water Quality Control Board divided the State into 16 planning basins. The project area is within the purview of the Santa Ana Regional Water Quality Control Board. The Basin Plan for the Santa Ana Region, adopted in 1975 and amended in 1983, outlines the water quality objectives established to protect the beneficial uses of the regional surface and groundwaters.

The entire project site drains to the San Jacinto River, with an ultimate discharge point of Lake Elsinore via the Railroad Canyon Reservoir. Due to the present agricultural use of the site, it is anticipated that site runoff likely contains agricultural pollutants, such as fertilizers, pesticides, etc.

### **b. Project Impact/General Plan Relationship**

Implementation of the Meniffee North Specific Plan could result in short-term erosion and sedimentation impacts during project grading. Project grading will result in the creation of temporarily exposed ground surfaces, thereby creating the potential for erosion and sedimentation of local drainage courses.

Implementation of the Meniffee North Specific Plan will also alter the composition of surface runoff by grading the site surfaces, by construction of impervious streets, roofs and parking facilities, and by irrigation of landscaped areas. Runoff entering the storm drain system will contain minor amounts of pollutants typical of urban use, including pesticides, fertilizers, oil and rubber residues, detergents, hydrocarbon particles and other debris. Urban runoff is considered a "nonpoint" source. Unlike "point" source wastes, nonpoint sources cannot be quantified through flow measurement, sampling and analysis techniques. This runoff, typical of urban use, will contribute to the incremental degradation of water quality downstream.

The entire project site ultimately discharges into Lake Elsinore; therefore water quality impacts from this and other proposed development in the area could have a cumulative impact on water quality in Lake Elsinore, a State Recreation Area. However, preparation of a water quality impact analysis for all subdivisions in the San Jacinto River drainage



area is considered beyond the scope of a single developer. Section 15130(c) of the Guidelines for Implementation of the California Environmental Quality Act states that, "With some projects, the only feasible mitigation for cumulative impacts may involve the adoption of ordinances or regulations rather than the imposition of conditions on a project-by-project basis". (See "Mitigation Measures".)

In addition, the project will generate a demand for treatment of sewage, which will require treatment and ultimate disposal by the Eastern Municipal Water District (EMWD). Management of the project area's wastewater will be accomplished by EMWD, in accordance with the California State Water Quality Control Board, Santa Ana Region. The proposed Specific Plan will comply with the Basin Plan adopted by the Board. As such, project impacts related to water quality are not anticipated to be significant.

### General Plan Relationship

The Environmental Hazards and Resources Element of the Comprehensive General Plan contains the following Land Use Standard relative to water quality:

1. All development proposals will be reviewed for potential adverse effects on water quality and will be required to mitigate any significant impacts.

The project is compatible with the Comprehensive General Plan Land Use Standard in that no significant impacts to water quality are anticipated. In addition, as discussed under "Mitigation Measures", erosion and sedimentation will be controlled by proper grading practices. Only pesticides and herbicides typical of urban doses are expected.

### **c. Mitigation Measures**

In accordance with the requirements of the Riverside County Flood Control District, the project will employ erosion control devices during grading, such as temporary berms, culverts, sand-bagging or desilting basins. Also, see Grading Plan Development Standard No. 2 of the Specific Plan which requires that a Grading Plan be prepared which includes techniques employed to prevent erosion and sedimentation during and after the grading process.

The project will comply with the requirements of the California State Water Quality Control Board, Santa Ana Region.

Pursuant to requirements of the State Water Resources Control Board, a state-wide general National Pollution Discharge Elimination System (NPDES) construction permit will apply to all construction activities. Construction activity includes: cleaning, grading, or excavation that results in the disturbance of at least five acres of total land area, or activity which is part of a larger common plan of development of five acres or greater. Therefore, as a mitigation for this Specific Plan, the developer or builder shall obtain the appropriate NPDES construction permit prior to commencing grading activities. All development within the specific plan boundaries shall be subject to future requirements adopted by the County to implement the NPDES program.



## 8. TOXIC SUBSTANCES

### a. Existing Conditions

Hazardous wastes are those which may contribute to increased illness or mortality, or otherwise present a hazard to human health or the environment when improperly managed. Hazardous wastes include radioactive materials, explosives, infectious wastes, and industrial wastes.

In Riverside County, hazardous wastes consist largely of acids, solvents, and paint sludges from industrial operations.

For the purpose of regulating disposal practices, wastes are categorized by their potential hazards to health and water quality:

\*c36E **Group 1 Wastes:** Toxic or hazardous substances. Municipal saline fluids; incinerator ashes and chemical toilet wastes. Industrial brines; operations fluids; ashes; mine tailings; chemical mixtures and rotary drilling muds. Agricultural pesticides; discarded chemicals and other toxic fluids.

Waste disposal facilities are classified by the type of wastes accepted:

- **Class I Facilities:** All types of wastes are accepted including hazardous wastes. Complete protection of public health and wildlife must be provided.
- **Limited Class I Facilities:** All types of waste are accepted with limitations on the type and amount of Group I hazardous wastes, due to greater potential for flooding.
- **Class II-1 Facilities:** Group 2 and 3 wastes are accepted and specific Group 1 wastes may be accepted. Measures for flood protection and water quality protection are provided if necessary. Presently there are no active Class I or Class II-1 landfills operating in Riverside County. The Stringfellow site in Glen Avon, which closed in 1972, is being monitored for seepage of chemicals and awaits cleanup with federal assistance.

### b. Project Impacts/General Plan Relationship

The Menifee North Specific Plan proposes 165.4 acres of Business Park use, 166.3 acres of Commercial use, 70.1 acres of combined Commercial/Business Park use, and 197.5 acres of Industrial use.

Although it is not anticipated that Menifee North will generate any toxic waste, the significance of the potential project impact depends partly on whether an additional Class I landfill site is established as planned in Southern California within the next several

years. The timing of a new Class I site would affect whether adequate landfill capacity will exist to meet the needs of the project. The location of a site would affect the amount of hazardous substances transported through the County.

### General Plan Relationship

The Environmental Hazards and Resources Element of the Comprehensive General Plan has one Land Use Standard relating to toxic substances as follows:

1. Toxic Substances Impact Mitigation - All development proposals will be reviewed for potential adverse effects from exposure to toxic substances. Particular impacts which may occur include degradation to water and air quality, health problems, transportation, disposal, and storage problems. Examples of mitigation measures which may be required include: special studies, setbacks, alternative pesticide use, requirements for monitoring, and the siting of structures.

In accordance with Land Use Standards for toxic substances, the project will be reviewed for potential adverse effects from exposure to toxic substances and appropriate mitigations, if any, will be formulated at that time.

#### **c. Mitigation Measures**

The industrial commercial and business park land uses proposed on-site requires submittal of a Plot Plan which requires applications to contain the following information, however, it is not anticipated that future industrial tenants will generate toxic substances on-site.

1. A description of the proposed industrial operation in sufficient detail to fully describe the nature and extent of the proposed use.
2. Plans or reports describing proposed methods for handling traffic, noise, glare, odor, vibration, hazardous gases, liquids and other materials.
3. Plans or reports showing proposed method for treatment and disposal of sewage and industrial and toxic waste materials.

Mitigation of any potential impacts associated to toxic substances will be addressed at the Plot Plan stage of project development.



## **9. OPEN SPACE AND CONSERVATION**

### **a. Existing Conditions**

#### **On-Site Land Use, General Plan and Zoning Designations**

The 1,658.2-acre Meniffee North project site is composed of numerous discontiguous properties, most of which are under the control of the project applicant, Meniffee North Property Owners Association. The remaining 227.9 acres are under the control of other individuals; however, the County directed the project applicant to include these parcels in the Meniffee North Specific Plan planning area land use and density calculations.

As shown on Figure V-9, Existing Land Uses, the majority of the site is either vacant or is being used for agricultural activities. Other existing uses on-site include 33.6 acres of residential use, 1.8 acres of Industrial use, and a 1.9-acre fire station.

The Open Space and Conservation Map of the Riverside County Comprehensive General Plan designates approximately 1,018 acres of the Meniffee North Specific Plan site as "Area Not Designated as Open Space", with 480 acres of "Agriculture". In addition, approximately 160 acres within the southeastern portion of the site are designated "Mountainous". (See Figure V-1, Riverside County General Plan Open Space and Conservation Map.)

As shown on Figure V-10, Existing Zoning, the majority of the project site (approximately 1,185.2 acres) is zoned R-R (Rural Residential). Other on-site zoning designations include 24.8 acres of A-1-1 (Light Agriculture, Minimum 1-acre lots); 29.4 acres of M-SC (Manufacturing-Service Commercial); 27.8 acres of C-P-S (Scenic Highway Commercial); 2.4 acres of C-P (General Commercial); 2.5 acres of C-1/C-P (General Commercial); 17.1 acres of I-P (Industrial Park); 143.4 acres of R-T (Mobile Home Park); 40.3 acres of M-M (Medium Manufacturing); 41.8 acres of R-A (Residential Agriculture); 126.6 acres of R-1-20,000 (One Family Dwellings Minimum Lot 20,000 s.f.); 11.0 acres of W-2 (Controlled Development Area); and 5.9 acres of W-2/M-1 (Controlled Development, Mobile Home, 1 ac. minimum).

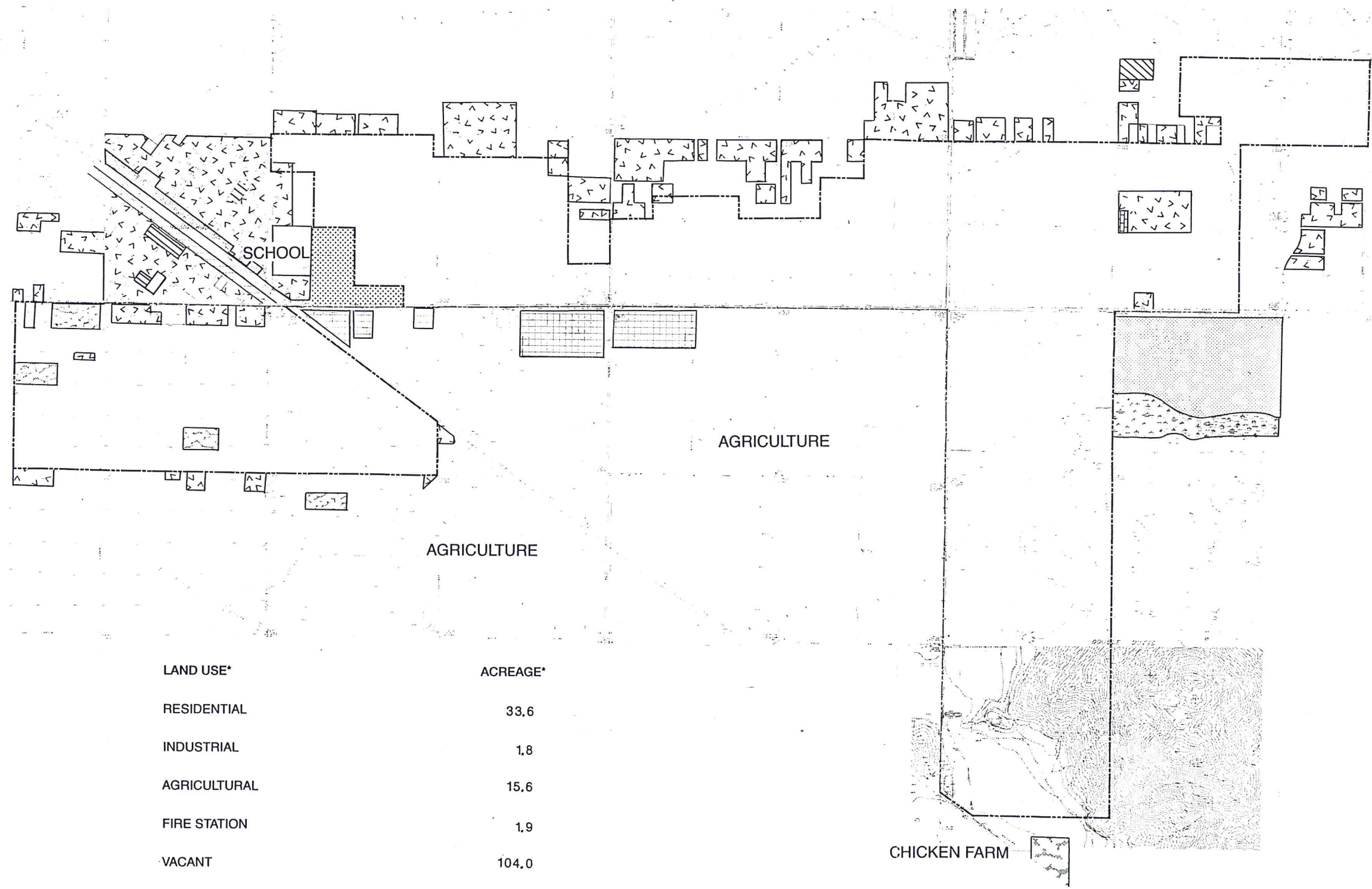
The project site is within the limits of the Draft Highway 74/79 Corridor Community Plan being prepared by the County of Riverside; however, this Plan is on "hold" at the present time.

#### **Surrounding Land Use, General Plan and Zoning Designations**

The Meniffee North project site is located between the rural, agricultural community of Romoland to the north and areas proposed and approved for development at urban densities to the south, as follows:



EXISTING LAND USES



- RESIDENTIAL
- MOBILE HOME PARK
- COMMERCIAL
- COMMERCIAL/INDUSTRIAL
- INDUSTRIAL
- AGRICULTURAL (RELATED RESIDENTIAL & COMMERCIAL FACILITIES)
- FIRE STATION
- GOLF COURSE
- VACANT

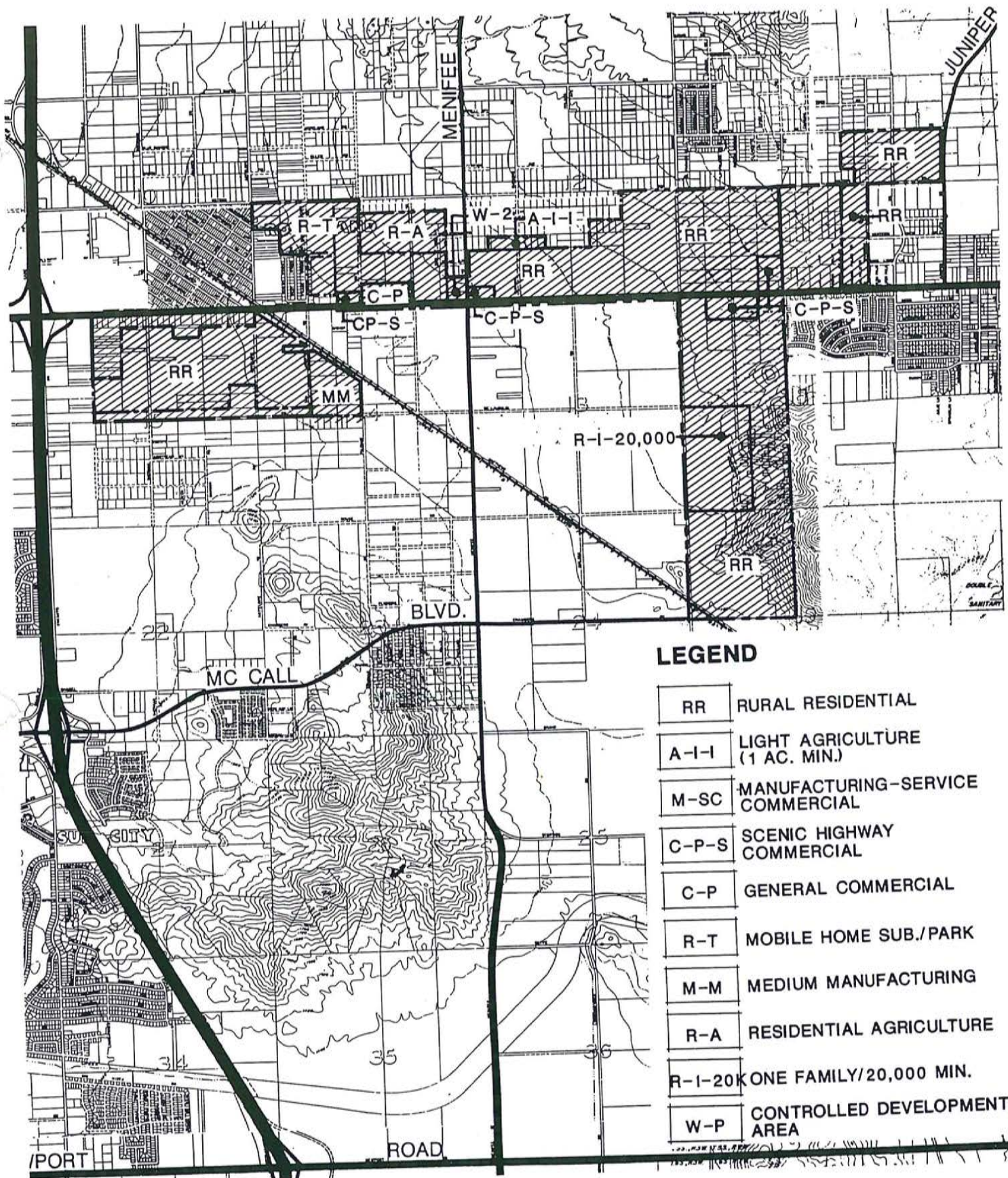
LAND USE*	ACREAGE*
RESIDENTIAL	33.6
INDUSTRIAL	1.8
AGRICULTURAL	15.6
FIRE STATION	1.9
VACANT	104.0
TOTALS*	156.9

\*(For Those Areas Designated As NOT A PART.)

FIGURE V-9







### LEGEND

RR	RURAL RESIDENTIAL
A-I-I	LIGHT AGRICULTURE (1 AC. MIN.)
M-SC	MANUFACTURING-SERVICE COMMERCIAL
C-P-S	SCENIC HIGHWAY COMMERCIAL
C-P	GENERAL COMMERCIAL
R-T	MOBILE HOME SUB./PARK
M-M	MEDIUM MANUFACTURING
R-A	RESIDENTIAL AGRICULTURE
R-I-20K	ONE FAMILY/20,000 MIN.
W-P	CONTROLLED DEVELOPMENT AREA

EXISTING ZONING

FIGURE V-10

# MENIFEE NORTH

Menifee North Property Owners Association



T&B Planning Consultants  
3242 HALLADAY, SUITE 100  
SANTA ANA, CALIF. 92705 (714) 662-1774  
1. 5875 OBERLIN DRIVE, SUITE 208



### North

To the north of the Meniffee North Specific Plan site lies the unincorporated Romoland community. As shown on Figure V-9, Existing Land Uses, the area immediately north of the site supports residential use. In general, these residential lots range in size from 1/4-acre to one-acre. Some vacant land is also found.

North of the western end of the site lies Ethanac Road. To the north of Ethanac Road and west of Antelope Road are existing single-family residences. This area is bisected by the A.T. & S.F. railroad tracks and by Highway 74, along which are found commercial and industrial land uses. This residential area also extends south of Ethanac Road onto the project site, as shown on Figure V-9, Existing Land Uses. North of proposed Planning Area 1 are scattered residential uses and vacant area.

Land to the north of the site is zoned R-R, A-1-1 and R-T, as shown on Figure V-10, Existing Zoning. The Open Space and Conservation Map shows this as an "Area Not Designated as Open Space".

### South

Highway 74, a State eligible Scenic Highway, forms the southern boundary of the central portion of the Meniffee North Specific Plan site. South of Highway 74 and east of Meniffee Road lies the Meniffee Ranch Specific Plan site. (See Figure II-2, Vicinity Map.) This 1,291-acre parcel is currently in agricultural use, growing potatoes and grain. Application to the County has been made for approval of Specific Plan 259 on the site. Though subject to change, S.P. 259 presently proposes 4,538 dwelling units. Other proposed land uses include 16 acres of commercial use, a 30-acre Town Center, a 30-acre Community Park, 31 acres of neighborhood parks, as well as drainage areas, open space/greenbelts, paseos, etc. and 100 acres of schools. This area is currently zoned A-1-10 and R-R, with an Open Space and Conservation Map designation of "Area Not Designated as Open Space). It is proposed for Specific Plan zoning and General Plan designations. Development of this Specific Plan was assumed in Section V.H.1., Cumulative Impacts Analysis.

Also south of the central portion of the project site, both east and west of Meniffee Road, are Southern California Edison sub-station facilities. South of Highway 74 and west of Palomar Road are found scattered industrial uses.

To the south of the eastern portion of the Meniffee North Specific Plan site are the A.T. and S.F. railroad tracks and a chicken farm. (See Figure V-9, Existing Land Use.) The railroad tracks handle an estimated 2 railroad trips a day and, as discussed in Section V.C.5., Noise, the train trips do not generate unacceptable noise levels along the tracks. South of these railroad tracks and east of Briggs Road lies the former Winchester Agricultural Preserve No. 11. A Notice of Non-Renewal for this approximately 212-acre preserve was filed in 1980; therefore, the Agricultural Preserve Status expired in 1990.

This area is designated "Agriculture" on the Open Space and Conservation Map of the General Plan and is zoned A-1-10 and A-2-20.

To the south of the western portion of the Menifee North Specific Plan site is McLaughlin Road. South of McLaughlin Road are found agricultural land uses, along with large lot residential development. Most of the zoning in this area is R-R, though as shown on Figure V-10, Existing Zoning, W-2-M-1 (Controlled Development Area, Mobile Home 1-acre minimum), I-P (Industrial Park) and M-SC zoning are also found.

#### East

To the east of the Menifee North Specific Plan (east of Planning Areas 32, 33 and 35) is a mobile home park community and golf course. (See Figure V-9, Existing Land Uses.) East of proposed Planning Area 36 is found undeveloped hilly area. East of Planning Areas 46 and 47 is found vacant hilly area, transitioning to scattered residential use. As shown on Figure V-10, Existing Zoning, most of the area east of the site is zoned R-R, though areas of W-2 (Controlled Development) and R-T (Mobile home subdivision) also are found.

#### West

To the west of Planning Areas 1 and 2 (west of Trumble Road) is found land under agricultural cultivation which parallels the 215 Freeway. This area is zoned R-R, as shown on Figure V-10. To the west of proposed Planning Area 7 is an existing mobile home park, as shown on Figure V-9, Existing Land Use. An elementary school exists along Antelope Road. To the west of Briggs Road is land currently in agricultural use that is proposed for development as part of the 1,291-acre Menifee Ranch Specific Plan. (See "South".)

### **b. Project Impacts/General Plan Relationship**

Approval of the proposed Menifee North Specific Plan will result in the development of the land uses proposed by the Specific Plan, as described in Section III., Specific Plan, and as shown on Figure III-1, Specific Land Use Plan. Briefly, land uses proposed for the 1,658.2-acre site include the following:

- 579.9 acres of single-family residential (2,654 d.u.)
- 166.3 acres of Commercial
- 70.1 acres of Commercial/Business Park
- 165.4 acres of Business Park
- 197.5 acres of Industrial
- 26.7 acres of Schools
- 30.3 acres of Parks
- 112.0 acres of Open Space



Within the residential Planning Areas, proposed densities range from 2-4 d.u./acre to 6-8 d.u./acre in the single-family areas, with a project gross density of 1.6 d.u./acre.

Development of the Meniffee North Specific Plan will preclude future use of the site for agricultural use, as discussed in Section V.C.10, Agriculture.

With the exception of the 112.0 acres of natural open space proposed within the southeastern portion of the project and the 30.3 acres of parks, project development will eliminate existing open space and the rural atmosphere currently present on-site. Project approval would constitute continuation of the trend towards a commitment to urban development in the area, as embodied by the proposed Meniffee Ranch and Meniffee Estates Specific Plans to the south, the approved Meniffee Village Specific Plan which is south of Meniffee Ranch, and the proposed Meniffee East Specific Plan which is southeast of Meniffee Village. (See Section V.H.1, Cumulative Impact Analysis.)

The project proposes Comprehensive General Plan Amendment No. 224 to the Open Space and Conservation Map, eliminating the "Agriculture", "Mountainous" and "Area Not Designated as Open Space" designations and replacing them with Specific Plan 260. Although the project eliminates the "Mountainous" designation from the site, the project preserves 112.0 acres of the area designated "Mountainous" as natural open space. Change of Zone 5555 is also required from the existing zoning to the Specific Plan zoning proposed as part of the project.

Approval of the Meniffee North Specific Plan would result in "Specific Plan" zoning and general plan designations on the entire 1,658.2-acre parcel, including the "Existing Uses" and 227.9 acres which are under the control of others. The existing fire station would be accommodated by the proposed Specific Plan zoning within Planning Area 41, as shown on Figure III-14Z, Planning Areas 41 and 42. It will be up to the County of Riverside how to accommodate the other "Existing Uses" found on-site (including existing residential uses within Planning Areas 4, 10, 15, 41, 44). Some of these Planning Areas propose residential uses which could be interpreted to be compatible with the proposed Specific Plan zoning. However, Planning Area 10 proposes a park site which would not be compatible with existing residential uses. In addition, in some instances, land use conflicts could result between existing off-site uses and the proposed Specific Plan. For instance, Planning Area 2 proposes 121.1 acres of industrial use, adjacent to residential "Existing Uses" which are north of Planning Area 2 and south of Ethanac Road. The Specific Plan proposes no "buffers" or "land use transition areas" between existing and proposed uses, resulting in potential land use conflicts.

The Meniffee North Specific Plan incorporates certain design features which provide land use transitions between the proposed development and some existing off-site uses. The relationship of the Meniffee North to existing and future surrounding land uses is discussed below:



## North

As can be seen on Figure III-1, Specific Land Use Plan, the Menifee North Specific Plan proposes residential uses along the site's northern project boundary between Antelope Road on the west and Juniper Flats Road on the east. Planning Areas along the northern project boundary propose maximum densities of four dwelling units per acre in order to minimize land use conflicts with off-site lots which range in size from 1/4-acre to one-acre in size. This includes Planning Areas 4, 9, 15, 18, 24, 41, 45 and 46.

In addition, special landscape treatment is proposed between the proposed residential uses in Planning Areas 9, 15, 18 and 46 (see Planning Area Standards) and the adjacent existing residential uses, as shown on Figure IV-7. To retain the rural nature of these interfaces, a 40' backyard setback is provided to create a landscaped buffer, as well as a 6 foot high community theme wall. Within Section V.H.3., Alternatives to the Proposed Project, a "Lower Residential Density Alternative" is considered which proposes a density range of 1 - 2.5 d.u./acre within the northerly Planning Areas in order to provide greater compatibility with the densities found in the existing Romoland community.

Planning Area 4 proposes low and medium density residential use and secondary road streetscape improvements for Watson Road adjacent to existing rural properties. As illustrated on Figure IV-8, an 88 foot street right-of-way separation is proposed between land uses, as well as an 11 foot landscape development zone and a 6 foot high community theme wall.

Planning Areas 24, 41 and 46 propose low and medium density residential and flood control channels adjacent to existing rural properties. As illustrated in Figure IV-9, a 66' channel right-of-way separation between land uses is proposed, as well as a 6 foot high community theme fence.

Planning Areas 10, 20 and 21, which are also along the site's northern boundary propose a 6.2-acre park, a 15.6-acre park and 8.7-acre school site, respectively. Although these land uses are not anticipated to present land use conflicts with adjacent off-site uses, a 20 foot landscaped park buffer is proposed between the park sites and adjacent existing residential uses. (See Figure IV-19.) A 6 foot high solid brick wall will be provided between the proposed school site and adjacent residential properties, as well as a minimum 5 foot wide planting area provided on the school side of the property line.

Planning Area 1, at the western end of the site, proposes 18 acres of Commercial/Business Park adjacent to existing off-site residential uses to the north. The location of commercial/business park uses adjacent to existing residential areas could result in potential land use conflicts. The proposed Specific Plan includes design features intended to minimize land use conflicts. As shown on Figure IV-12, the alleys of commercial and business uses will back up to a 10 foot landscape buffer which includes a 6 foot block wall.



## South

As discussed under "Existing Conditions", located south of the central portion of the site is Highway 74 and the proposed Menifee Ranch Specific Plan. Figure IV-15, Highway 74/Ethanac Road Streetscape, depicts the proposed landscape plan for this roadway. The Menifee North Specific Plan proposes Commercial and Business Park uses along the southern project boundary adjacent to Highway 74 and the Menifee Ranch site. On the south side of Highway 74, Menifee Ranch proposes a 30-acre Town Center and Medium High density residential uses. The uses proposed by these two Specific Plans are considered compatible. However, at the present time, the Menifee Ranch site is in agricultural use and the proposed Specific Plan 259 has not been approved, potentially resulting in land use conflicts between existing agricultural uses and the urban development proposed by the Menifee North Specific Plan.

The commercial uses proposed within Planning Areas 13, 14, and 16 are not expected to create land use conflicts with the existing Southern California Edison sub-station facilities existing south of these Planning Areas, on the other side of Highway 74.

Planning Area 40 of the Menifee North Specific Plan proposes 60.4 acres of single-family residential use at a density of 4-6 d.u./acre. The proposed use may create land use conflicts between the proposed project and the agricultural and chicken farm uses to the south. This topic is discussed in more detail in Section V.C.10, Agriculture. However, the A.T. & S.F. railroad tracks which are located southwest of and adjacent to Planning Area 40 do not generate noise levels which are incompatible with the residential uses proposed in this Planning Area. (See Section V.C.5., Noise.)

Planning Areas 2 and 3 propose Industrial use in the western portion of the site. McLaughlin Road constitutes the site's southern boundary in this area. A SCE easement exists between these Planning Areas and McLaughlin Road. Off-site to the south of McLaughlin Road is found scattered agricultural use and large lot residential development. South of Planning Area 3 and east of Antelope Road, the area is zoned I-P (Industrial Park) and M-SC (Manufacturing-Service Commercial.) Therefore, in the future, these off-site areas could support industrial and/or commercial development, which would be compatible with the uses proposed north of McLaughlin Road by the Menifee North Specific Plan. McLaughlin Road will be landscaped as shown on Figure IV-18, Typical Secondary and Industrial Collector Streetscape.

## East

As previously discussed, a mobile home park community and golf course exist to the east of the site. Planning Area 35 proposes single-family residential use at 4 - 6 d.u./acre, which is less than the densities existing in the adjacent mobile home park; therefore, no land use conflicts should result. In addition, a landscaped buffer is proposed between existing and proposed uses, as shown on Figure IV-7, Low and Medium Density Residential/Adjacent Existing Residential Interface. The proposed extension of Sultan



Road will provide buffer and separation between the residential uses (5-7 d.u./acre) proposed in Planning Areas 32 and 33 and the adjacent mobile home park and golf course, as shown on Figure IV-8, Low and Medium Density Residential/Secondary Road Streetscape/Adjacent Existing Residential Interface.

Planning Area 47 proposes Commercial/Business Park uses which could potentially be incompatible with the open space and scattered residential use existing to the east. However, Figure IV-12 depicts the proposed interface between existing uses and the proposed Business and Commercial Park.

Planning Area 36 proposes to preserve 112.0 acres of natural open space, preserving the most topographically varied terrain on-site. This will provide adequate buffer between undeveloped open space areas to the east and the urban development proposed by the Meniffee North Specific Plan. A regional trail system will be provided through the open space, as shown on Figure IV-13. This open space area will be maintained by a Master Maintenance Association, C.S.A. or Valleywide Park and Recreation District.

Planning Areas 45 and 46 propose single family residential use at a density of 3 - 4 d.u./acre and Planning Area 48 contains a proposed elementary school which is compatible with off-site open space uses. Special landscape treatment will be provided at the eastern edge of Planning Area 46, as shown on Figure IV-8.

#### West

Planning Area 2 is located at the westernmost portion of the site and proposes Industrial use. Trumble Road is located along the western project boundary. Across Trumble Road is land under agricultural cultivation.

Planning Area 7 proposes Business Park use adjacent to the mobile home park which exists to the west. However, a collector street (Tradewinds Drive) will provide separation and buffer between existing and proposed uses and will be landscaped as shown on Figure IV-18.

West of Briggs Road in the project area is land currently in agricultural use that is proposed for development as part of the 1,301-acre Meniffee Ranch Specific Plan. (See "South".) Planning Area 31 of the Meniffee North Specific Plan proposes Commercial use along Briggs Road. Planning Area 33 proposes single-family residential use of 5-7 d.u./acre, while Planning Areas 34 and 40 all propose single-family residential use at 4 - 6 d.u./acre. Planning Area 38 proposes a 5.3-acre park site. These uses are considered compatible with the uses proposed by the Meniffee Ranch Specific Plan to the west, which include Medium High Density Residential, Medium Density Residential, and a high school. In addition, the Meniffee Ranch Specific Plan proposes a 26 foot Landscape Development Zone (LDZ) on its side of Briggs Road while the Meniffee North Specific Plan proposes a highway streetscape as shown on Figure IV-17. If the Meniffee Ranch Specific Plan is not



approved, the area would remain in agricultural use resulting in potential land use conflicts with the proposed Meniffee North Specific Plan.

**c. Mitigation Measures**

The project proposes to retain 112.0 acres of natural open space, thereby reducing but not eliminating impacts to the open space inventory in the area. The Meniffee North Specific Plan includes detailed landscaping design standards intended to mitigate the impact of the proposed project on existing off-site land uses. No additional mitigation measures are proposed.

## 10. AGRICULTURE

### a. Existing Conditions

There are approximately 1,050 acres of farmable land on the 1,658.2-acre Menifee North Specific Plan site. Of this total, approximately 530 acres are being farmed by Motte Farms and 160 acres are being farmed by Agri-Empire. The Motte Family has been farming primarily potatoes, onions and alfalfa on this land since 1944. Agri-Empire has also been farming mainly grain and potatoes in this area for a number of years. In 1989, 690 acres north of the railroad tracks were planted in oat/hay, alfalfa, and wheat, (20 acres oat/hay, 90 acres alfalfa, 420 acres wheat), while 160 acres of potatoes were planted.

The average crop yields from a four year period (1985-1989) for the 1,050 acres of farmable land as compared to the average county yields are illustrated below:

Average Crop Yields (1985-1989)		
<u>Crop</u>	<u>Yield In Tons</u>	<u>County Average</u>
oat/hay	3.34 tons	3.53 tons
alfalfa	6.90 tons	8.10 tons
wheat	0.31 tons	2.00 tons
potatoes	6.32 tons	15.68 tons
barley	0.30 tons	0.70 tons
grain	3.56 tons	5.99 tons

As can be seen from the above illustration all of the crop yields are below the county average.

A well is available on the project site for crop irrigation. However, according to Wayne Minor of Agri-Empire, well water levels are currently down by 20-30%. Current water requirements were estimated at 2 acre feet per acre for potatoes and 1/2 acre foot for grain. Long-term feasibility is hard to estimate given pressures from rapidly rising land and water costs.

According to the Soil Survey, Western Riverside Area, California, published by the U.S. Department of Agriculture Soil Conservation Service, the following soil associations are present on the project site and are shown on Figure V-11, Soils Map:



# SOIL SURVEY MAP

## SOIL CATEGORIES \*

**CIENEBA ROCKY SANDY LOAM**  
(CkF2, CkD2)

**EXTER SANDY LOAM**  
(EnA, EnC2, EpA, EpC2, EwB, EyB)

**GORGONIO LOAMY SAND**  
(GhC)

**GREENFIELD SANDY LOAM**  
(GyC2, GyA, GyD2)

**HANFORD SANDY LOAM**  
(HcC, HcA, HcD2, HgA)

**MADERA FINE SANDY LOAM**  
(MaA, MaB2)

**MONSERATE SANDY LOAM**  
(MmC2, MmB, MmD2, MnD2)

**PACHAPPA FINE SANDY LOAM**  
(PaC2, PaA)

**RAMONA SANDY LOAM**  
(RaB2, RaA, RaB3)

**ROCKLAND**  
(RtF)

**VISTA SANDY LOAM**  
(VsD2, VtF2)

### \* NOTE:

Summary Of Soils Map. For More Detailed Information,  
See Soils Section In Document.

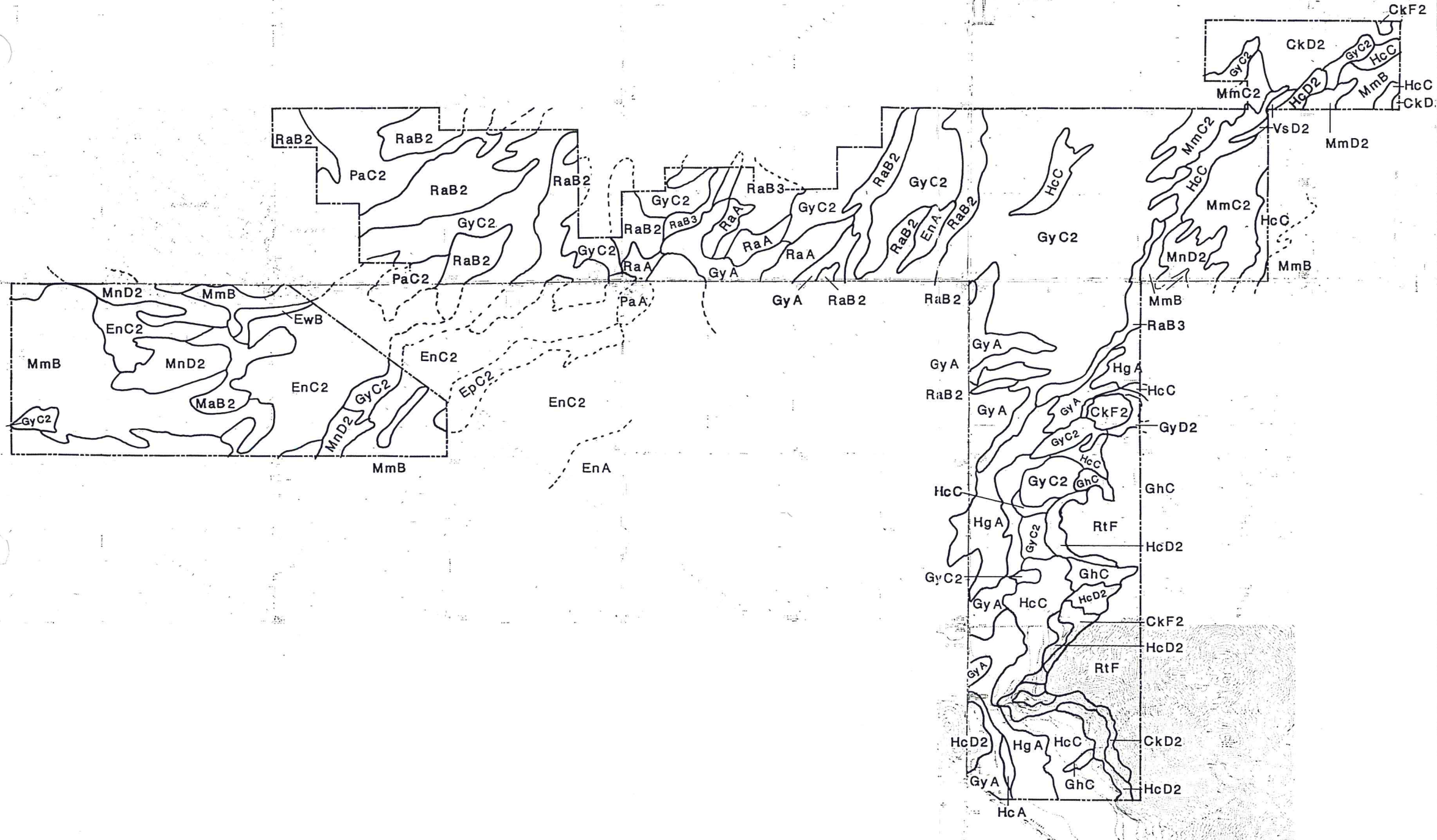


FIGURE V-11

TABLE XV  
SOIL ASSOCIATIONS ON-SITE

<u>Map Symbol</u>	<u>Mapping Unit</u>	<u>Capability Unit Irrigated/Dryland</u>
CkD2	Cieneba rocky sandy loam, 8-15% slopes, eroded	VIe-7
CkF2	Cieneba rocky sandy loam, 15-20% slopes, eroded	VIIe-1
EnA	Exeter sandy loam, 0-2% slopes	IIIIs-8
EnC2	Exeter sandy loam, 2-8% slopes, eroded	IIIe-8
EpA	Exeter sandy loam, deep, 0-2% slopes	IIIs-8
EpC2	Exeter sandy loam, deep, 2-8% slopes, eroded	IIe-1
EwB	Exeter very fine sandy loam, 0-5% slopes	IIIe-8
EyB	Exeter very fine sandy loam, deep, 0-5% slopes	IIe-1
GnC	Gorgonio loamy sand, 0-8% slopes	IIIIs-4
GyA	Greenfield sandy loam, 0-2% slopes	I-1
GyC2	Greenfield sandy loam, 2-8% slopes, eroded	IIe-1
HcA	Hanford coarse sandy loam, 0-2% slopes	IIIs-4
HcC	Hanford coarse sandy loam, 2-8% slopes	IIe-1
HcD2	Hanford coarse sandy loam, 8-15% slopes, eroded	IIIe-1
HgA	Hanford fine sandy loam, 0-2% slopes	I-1
MaA	Madera fine sandy loam, 0-2% slopes	IIIIs-3
MaB2	Madera fine sandy loam, 2-5%	IIIe-3
MaD2	Madera fine sandy loam, 5-15% slopes, eroded	IVe-3
MmB	Monserate sandy loam, 0-5% slopes	IIIe-8
MmC2	Monserate sandy loam, 5-8% slopes, eroded	IIIe-8
MnD2	Monserate sandy loam, shallow, 5-15% slopes, eroded	VIe-8



TABLE XV (Continued)  
SOIL ASSOCIATIONS ON-SITE

<u>Map Symbol</u>	<u>Mapping Unit</u>	<u>Capability Unit Irrigated/Dryland</u>
PaA	Pachappa fine sandy loam, 0-2% slopes	I-1
PaC2	Pachappa fine sandy loam, 2-8% slopes, eroded	IIe-1
RaA	Ramona sandy loam, 0-2% slopes	I-1
RaB2	Ramona sandy loam, 2-5% slopes, eroded	IIe-1
RaB3	Ramona sandy loam, 0-5% slopes, severely eroded	IIIe-1
RtF	Rockland	VIIIe-1
VsD2	Vista coarse sandy loam, 8-15% slopes, eroded	IVe-1

*I = Prime*

The Capability Classes are designated by Roman Numerals I through VIII. The numerals indicate progressively greater limitations and narrower choices for practical uses. As can be seen above, the site contains mostly soils from Capability Classes I through III. Class I soils have few limitations that restrict their use. These are the soils that are considered "Prime". Class II soils have moderate limitations that reduce that choice of plants or that require moderate conservation practices. Class III soils have severe limitations that reduce the choice of plants, require special conservation practices, or both.

As discussed later under "General Plan Relationship", the site is shown as "Prime Farmland" on the County of Riverside Map of Agricultural Resources. Approximately 480 acres of the site are designated "Agriculture" on the County of Riverside Open Space and Conservation Map, as shown on Figure V-1.

### **Surrounding Land Use**

As shown on Figure V-9, Existing Land Uses, a chicken farm exists to the south of Planning Area 40, north of the railroad tracks. There is one Agricultural Preserve in the vicinity of the project site. Immediately south of the project site is the approximately 215.5 acre Winchester Agricultural Preserve No.11 (Map No. 83), located north of Simpson Road and south of the railroad tracks directly below the southern most tip of the project site. A Notice of Non-Renewal was filed in 1980; therefore, the Agricultural Preserve status expired in 1990.



Property to the south and west of the project site, east of Meniffee Road, is proposed for development as part of the Meniffee Ranch Specific Plan No. 233. (See Figure II-2). The site is currently growing row crops and grain, the primary crops grown in surrounding areas are potatoes, grain, and onions. These areas are currently zoned R-R and are presently in agricultural use. Also, below the southwestern tip of the Meniffee North project site is the Meniffee Estates Specific Plan No. 268. This site is currently growing a rotational crop of potatoes and grain. Although these plans have not been approved by the County at the time of this writing, they indicate that long term agricultural use is not envisioned by the property owners.

Other agricultural uses in the area include a "fish farm" located below the southern most section of the project site, surrounded on three sides by former Agricultural Preserve No.11 and on the western side by Briggs Road.

#### **b. Project Impacts/General Plan Relationship**

Implementation of the Meniffee North Specific Plan will remove from use an estimated 1,050 acres of farmable land used for the production of oat/hay, alfalfa, wheat, potatoes, barley, and grain, and further contribute to the decline of such uses in Riverside County. It should be noted, however, that most of the project site is shown as an "Area Not Designated as Open Space" on the Open Space and Conservation Map of the General Plan, while only 480 acres are designated "Agriculture".

Project implementation will result in urban development on "Prime" soils. Loss of Prime soils is considered a significant impact of project development.

#### **Surrounding Land Use**

Development of the property with urban uses could potentially hasten the conversion of other agricultural areas to urban uses by creating economic pressures and increasing land value for development. However, much of the surrounding land is already proposed for or approved for development with urban uses, including the Meniffee Ranch Specific Plan located west and south of the project site. The 1,291 acre project is being proposed for construction of 4,538 dwelling units, a 30-acre Town Center, 16 acres of Commercial use, as well six schools, a 30-acre Community Park, six neighborhood parks, etc. The Meniffee Estates Specific Plan located immediately below the southern most tip of the project site, is also proposed for development. The 241 acre project is being proposed for the construction of 953 dwelling units, a park, elementary school and roads. Development of the Meniffee North project site with the uses proposed by this Specific Plan will eliminate potential agricultural/urban land use conflicts with the adjacent Meniffee Ranch and Meniffee Estates projects.

As discussed under "Existing Conditions", the property to the south and west of the project site, east of Meniffee Road is presently in agricultural use but is proposed for development by the Meniffee Ranch Specific Plan and property below the southwestern



tip of the project site is presently in agricultural use but is proposed for development by the Menifee Estates Specific Plan.

Potential land use conflicts could result between the residential uses proposed in Planning Area 40 and the chicken farm and other agricultural uses existing to the south. Odors, noise, flies, etc. accompanying agricultural uses (particularly the poultry farms) could result in complaints from future project residents (the location of the poultry farms are shown on Figure V-9, Existing Land Use). When non-agricultural land uses extend into agricultural areas or exist side-by-side, agricultural operations often become the subject of nuisance complaints. As a result, some agricultural operations are forced to cease or curtail operations, others are discouraged from making investments in farm improvements, and efficient agricultural production is generally discouraged. In order to protect existing agricultural operations, the County adopted the Riverside County Right-to-Farm Ordinance No. 625. The ordinance is intended to provide for a means of giving notice to prospective buyers of new homes in newly built subdivisions and recently subdivided parcels that they are moving into an agricultural area and that a farm that has been in operation legally for at least 3 years shall not be or become a nuisance simply because residential uses have entered the area and are offended by the odors, dust, etc. that come with agriculture. The ordinance applies to any tract map or parcel map having any lots agriculturally zoned (A-1, A-2, A-P, and A-D zones) or lying within 300 feet of any other land with agricultural zoning. The Title Company, in preparing developer's application for State Department of Real Estate (DRE) report on the subdivision, includes the "right-to-farm" statement. Developers must show the subdivision report to prospective home and/or lot buyers, obtain their signature that they've read it, and keep the signature on file for three years (see "Mitigation Measures").

### **General Plan Relationship**

The site is designated as "Prime Farmland" on the County of Riverside Agricultural Resources Map and "Areas not designated as open space" on the Open Space and Conservation Map. Prime Farmland is land best suited for producing food, feed, forage, fiber and oilseed crops. It has the soil quality, growing season and moisture supply needed to produce sustained high yields of crops economically when treated and managed, according to modern farming methods. Approximately 480 acres of the site are designated "Agriculture" on the County of Riverside Open Space and Conservation Map, as shown on Figure V-1.

According to the County Land Use Standards, proposed nonagricultural land uses located in agricultural areas shown on the Countywide Agricultural Resources Map will be evaluated for the conversion of agricultural land to other uses. The land use will be reviewed in light of the historic and existing agricultural uses of the land, public services serving the area, soil conditions, water usage and water distribution system, and economic factors.

As a result of project development, lands which are classified as "Prime Farmlands" will be committed to urban use, precluding any further agricultural production. This is considered a significant impact of the proposed development. In addition, a General Plan Amendment is required to remove the "Agriculture" designation from the County Open Space and Conservation Map, replacing it with a "Specific Plan" designation.

**c. Mitigation Measures**

No mitigation measures are proposed for the discontinuance of farming on-site and the loss of Prime Farmlands.

1. Existing agricultural uses within 300' of the project site will be protected by the Riverside County Right-to-Farm Ordinance (Ordinance No. 625). The ordinance is intended to provide a means of giving notice to prospective buyers of homes in newly built subdivisions and recently subdivided parcels that they are moving into an agricultural area and that a farm that has been in operation legally for at least 3 years shall not be or become a nuisance simply because residential uses have entered the area and are offended by the odors, dust, etc.



## **11. WILDLIFE/VEGETATION**

The following discussion of wildlife and vegetation impacts is based upon the "Biological Assessment, Meniffee North Project" prepared by S. Gregory Nelson (February, 1989), and on the Trapping Survey for Stephen's Kangaroo Rat (SKR) undertaken by SJM Biological Consultants (July, 1991). These reports are included in their entirety as Technical Appendix E to this EIR.

### **a. Existing Conditions**

One native biotic community, coastal sage scrub, is found on the hillsides of Double Butte in the southeastern portion of the site. Additionally, one naturalized biotic community is represented within the study area in this same general area - introduced grassland. There is also one community type present which is the result of the past disturbances by man. This is cultivated/agriculture. The distribution of the various communities within the project area is shown on Figure V-12, Site Biology Map. A complete listing of plant and wildlife species found within the various communities on-site are listed in the Biological Assessment, included as a Technical Appendix to the EIR.

Following are descriptions of the three biotic communities consisting of plant and wildlife species found on-site. These biotic communities include ruderal/agriculture, introduced grasslands and coastal sage scrub. As the term implies biotic communities are predictable assemblages of species which exist within the same physical habitat and have a very close and complex set of interrelationships.

#### **Rural/Agriculture**

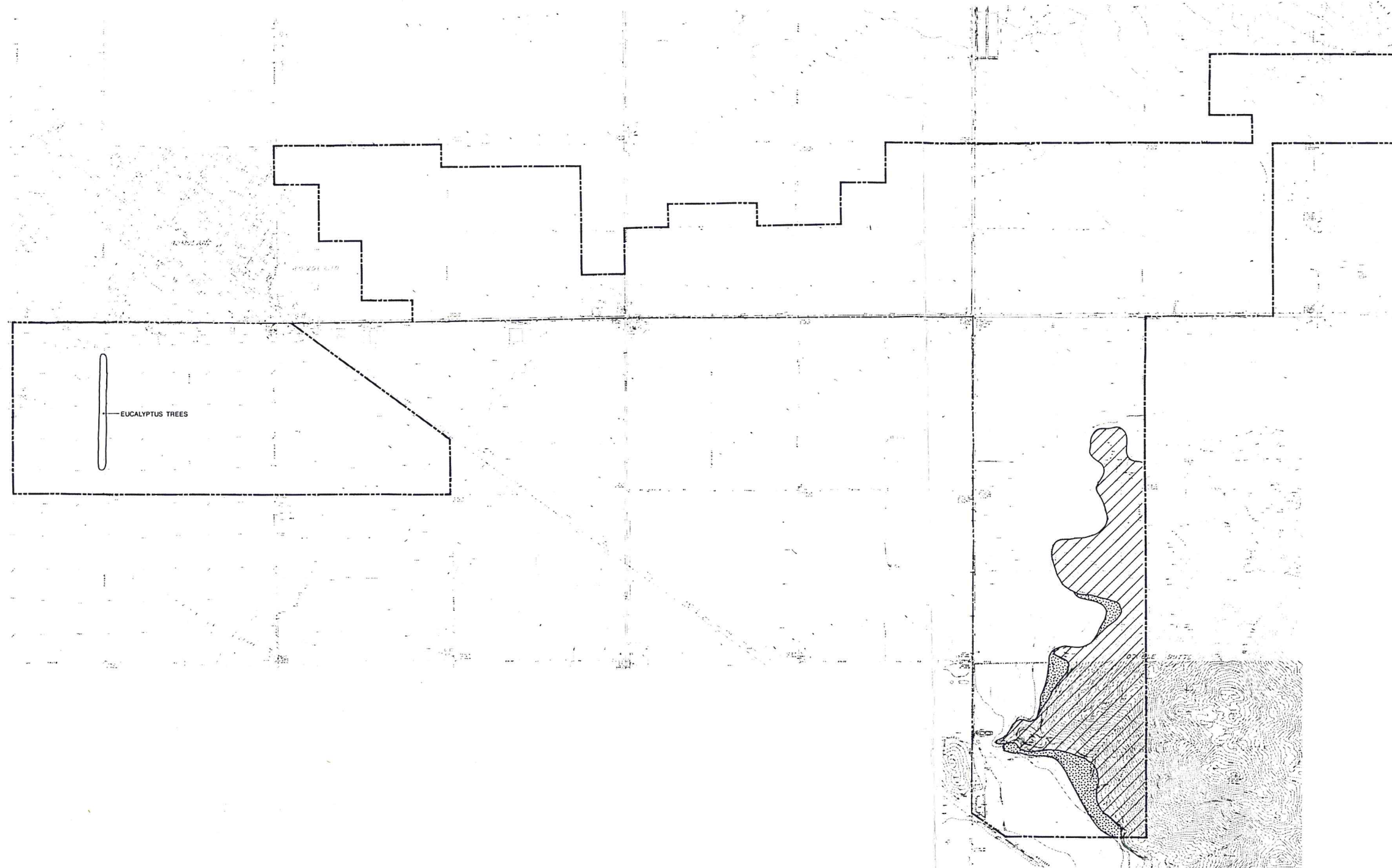
Rural/Agriculture land uses are found over approximately 98 percent of the 1658.2 acre site. These areas have been extensively disturbed by man and all native vegetation has been removed. At the time of the field observations, these areas had been recently tilled and/or furrowed, and some were being irrigated while supporting row and grain crops.

In the absence of native vegetation and habitats, few wildlife species use agricultural areas. Further, due to the frequent disturbances for farming activities, these few species do not establish resident populations. In fact, at the time of the field survey, large areas of the site were completely barren, presumably in preparation for the next crop. At best, botta pocket gopher and beechey ground squirrel establish short-lived burrows in agricultural areas and domestic pigeons, common crow, horned lark, killdeer, vesper sparrow and water pipit forage in the open fields.

#### **Introduced Grasslands**

Introduced grassland within the project area has replaced the native vegetation sometime in the recent past subsequent to artificial clearing for grazing and agricultural purposes. Generally, it is found in small localized enclaves at the base of the hillsides of Double

# BIOLOGY



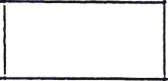
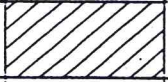
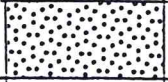
-  CULTIVATED / AGRICULTURE
-  COASTAL SAGE SCRUB; POSSIBLE K-RAT HABITAT
-  INTRODUCED GRASSLANDS; POSSIBLE K-RAT HABITAT

FIGURE V-12



Butte in the southeastern portion of the site, where it mixes with reestablishing coastal sage scrub.

Dominant plant species are non-native grasses and herbs. These species, including slender wild oat (Avena barbata), red brome (Bromus rubens), and short-podded mustard (Brassica geniculata), are annuals that grow to two to three feet high and re-establish themselves on a yearly basis. Characteristically, this vegetation germinates during the late fall rainfall and grows to flower from winter through spring. Plants then die and persist as seeds in the soil through summer and early fall to start the cycle over again. In some areas of introduced grassland, shrubs characteristic of native, and presumably the historic vegetation here, coastal sage scrub, have re-established themselves. These species commonly include California buckwheat (Eriogonum fasciculatum) and California sagebrush (Artemisia californica) as scattered individuals.

Due to their altered conditions, large, open expanses of grassland normally support a limited abundance and diversity of wildlife. This is undoubtedly the case on-site where it is surrounded by and borders active agricultural fields. Wildlife species inhabiting the grassland areas on-site are expected to be essentially the same as those found in the agricultural areas.

### Coastal Sage Scrub

One relatively small enclave of coastal sage scrub remains on-site along the southeast border where the steep hillsides and rock outcrops of Double Butte apparently preclude dryland farming.

Coastal sage scrub is an open community. The dominant plant species are shrubs that grow two to five feet high, but do not normally form a closed canopy. However, bare ground is not common. Rainfall and soil moisture are sufficient to support a rich variety of forbs and grasses. Growth of the dominant vegetation occurs in late winter and spring, following the onset of winter rains. Most flowering will occur in spring, but some shrub species continue into summer. The vegetation becomes dormant and more or less deciduous in summer and fall.

Plants composing this community on-site include California buckwheat, brittlebush (Eucillia farinosa), California sagebrush white sage (Salvia apiana), and black sage (Salvia mellifera) as common and dominant species. Common groundcover species are annual grasses and forbs including red-stemmed filaree (Erodium cicutarium), red brome, soft chess (Bromus mollis) and wildoats.

Coastal sage scrub is highly productive and supports a surprising diversity and abundance of wildlife. Amphibians are generally absent; however, several reptiles are commonly found. These include western fence lizard, side-blotched lizard, gopher snake, red diamond rattlesnake, common kingsnake and red racer.



Rodents and small mammals are very abundant and include dusty-footed woodrat, deer mouse, western harvest mouse, pacific kangaroo rat, California pocket-mouse and beechey ground squirrel. Audubon cottontail are also numerous. These smaller mammals, in turn, support larger predators, including snakes (mentioned above), gray fox, coyote and raptorial birds (hawks, eagles, owls). Characteristic bird species on-site include brown towhee, several sparrow species, California thrasher and roadrunner, as well as wide-ranging birds of prey seen overhead.

### **High Interest Species**

No species of animal listed as rare, threatened, or endangered by either the California Department of Fish and Game or the United States Fish and Wildlife Service were observed. However, the California Natural Diversity Data Base identified two animals as of potential occurrence on-site because it is within their range: the Stephens Kangaroo Rat (Dipodomys stephensi), and the Coast Horned Lizard (Phrynosoma coronatum blainvillei). The Coast Horned Lizard has recently been nominated as a candidate species for listing as threatened or endangered by the U.S. Fish and Wildlife Service.

The project site was surveyed in April, 1990 and again in June and July, 1991 by Mr. Steven J. Montgomery and Daniel J. Grout. Areas exhibiting potential habitat for the Stephens Kangaroo Rat were inspected and followed by trapping surveys. According to these surveys, no Stephens Kangaroo Rat occur within the project boundaries nor does the project site lie within any SKR Preserve Study areas.

No species of plant sanctioned as rare or endangered by either the California Department of Fish and Game or the United States Fish and Wildlife Service were observed, have been reported, or are expected to occur on-site.

### **Areas of Special Biological Importance**

The small areas of coastal sage scrub and introduced grassland are of potentially high biological significance since they could potentially support the Federally-listed Stephens kangaroo rat, and the Federal list candidate coast horned lizard. Due to their high biological significance, these areas will be preserved.

#### **b. Project Impacts/General Plan Relationship**

Development of Medium Density Residential uses proposed within Planning Areas 34, 35, 37 and 40 and the proposed school in Planning Area 39 may result in harassment impacts to the surrounding 112.0 acre open space area proposed within Planning Area 36. However, these impacts may be reduced due to a regional trail system acting as an interface between the Medium Density Residential and the open space.

Implementation of the Menifee North Specific Plan will result in the development of 1,546.2 acres of residential, commercial, business park, and other urban land uses,



preserving 112.0 acres of natural open space. The open space will be developed with a regional trail system traversing the slope at the southeastern portion of the project and the most western boundary of Planning Area 36. This trail will reduce impacts to the introduced grassland on the western boundary of the open space, whose acreage encompasses the coastal sage scrub, thereby preserving areas identified as "potentially biologically significant". Potential habitat for coast horned lizard will be avoided by open space. Both the coastal sage scrub and introduced grassland represent potential K-rat habitat. A eucalyptus tree population is located in Industrial Planning Area 2 and will likely be removed as a result of project development. Although eucalyptus trees may provide possible aesthetic qualities, they are not considered a significant biological impact. In general, project development occurs in areas of low biological significance which have already been disturbed by the agricultural activities of man.

Construction activities will result in the removal of physical habitats through cut, fill and other grading activities necessary for roads, building pads, utilities, fuel modification and flood control. The first order impacts of habitat loss will be the direct loss of vegetation and the destruction of less mobile wildlife forms. These first order impacts will, in turn, result in second order impacts which will, in turn result in third order impacts, and so on.

Adverse impacts to vegetation and wildlife are expected to occur as the several causal factors originating with the construction, presence and inhabitation of urban development as proposed. These causal factors can be grouped into two major categories - the removal or alteration of physical habitats through earthwork and the introduction of increased ambient noise levels, exogenous species and other disturbances related to man's activities.

In and of itself, the significance of vegetation loss will depend on the diversity and availability of plant communities and associations affected. From the standpoint of biological diversity, the loss of native communities will have an inherently greater significance than the loss of non-native or highly disturbed communities, such as introduced grassland. The same will generally be true for the loss of less mobile wildlife forms since they are highly habitat dependent and their abundance and diversity are directly related to those of their habitats.

The impacts of vegetation loss through direct removal will, in turn, have potentially significant adverse effects on wildlife. As vegetation is removed or otherwise destroyed, the associated wildlife will either be destroyed(non-mobile forms) or will be displaced to adjacent habitat areas where they will crowd and disrupt local populations. Although increased competition and predation will act rapidly to return population numbers to habitat carrying capacity levels, either displaced or local wildlife will be lost. The effect will be increased in magnitude and duration if this impact occurs in the spring when most wildlife are reproducing. Other determinants of their severity are the relative importance of habitats lost to local and regional wildlife populations, the abundance and diversity of wildlife these habitat support, the availability of the habitats, and the habitat dependency of the associated wildlife.



Causal factors generated during activities resulting from the construction and inhabitation of urban land uses may be collectively termed "harassment". Harassment is defined as those activities of man and his associated domestic animals which increase the physiological costs of survival or decrease the probability of successful reproduction in wildlife populations. The most common forms of harassment expected to accompany development of the site include excessive construction-related noise, background noise, light and glare and the introduction of feral animals (cats and dogs) and children which are unnatural predators and competitors for wildlife.

Conversion of the on-site cultivated/agricultural biotic communities to urban uses will reduce habitat for wildlife. However, these areas are not considered to be of significance in this regard. Therefore, the loss of this habitat will not be significantly adverse.

### **General Plan Relationship**

The project site is shown as lying within the range of the Stephen's Kangaroo rat on the County's Map of Endangered, Rare and Threatened Wildlife Ranges and Habitats, as is all of Western Riverside County. No unique plant communities are shown as existing on-site, per the County's Map of Vegetation Resources. The Environmental Hazards and Resources Element of the Comprehensive General Plan contains the following Land Use Standards relative to Wildlife and Vegetation:

- Detailed biological reports, including inventories, impact assessment and mitigation shall be prepared and submitted.
- Disruption of sensitive vegetation shall be kept to a minimum, and adequate measures to protect vegetative species shall be taken.
- Where possible, landscaping shall be accomplished through the use of vegetation native to the project site.
- Adequate provision shall be made for the retention of existing trees and other flora, and where necessary, immediate planting shall be planned and implemented.

In accordance with these Land Use Standards, a Biological Assessment and a Stephen's Kangaroo Rat trapping survey, were prepared for the project and are submitted as part of this Specific Plan/EIR document. According to that survey, no Stephens Kangaroo Rat occur on the Meniffee North site. (See Technical Appendices). In addition, most of the coastal sage scrub vegetation on-site will be preserved in the proposed 112.0 acre open space area in Planning Area 36, thereby minimizing disruption of sensitive resources on-site.

Adherence to mitigations noted below will reduce impacts to the Stephen's Kangaroo Rat on a region - wide basis to an acceptable level.



**c. Mitigation Measures**

Providing that the open space area within Planning Area 36 is to be used for passive recreational and/or aesthetic purposes, coastal sage scrub habitat found here will be protected. No other areas on-site possess sensitive biological resources whose loss would be significantly adverse. Therefore, no other mitigation measures are needed.

As the Stephen's Kangaroo Rat is on the Federal Endangered Species list, the project will be required to participate in the County's Interim Mitigation Plan, requiring payment of \$1,950 per acre of land within SKR range in spite of the fact that SKR was not found on-site during two separate SKR surveys. Within the Habitat Conservation Plan, these funds will be utilized for acquisition of replacement habitat to compensate for the on-site loss of this endangered species. The 10A permit which allows the "incidental taking" of this species is subject to the six-month allocation of available habitat in accordance with U.S. Fish and Wildlife regulations. In order to receive this allocation, the project shall comply with all aspects of the Habitat Conservation Plan. This mitigation has been deemed to be a sufficient mitigation measure relative to the incidental taking of the species by the County of Riverside.

## 12. MINERAL RESOURCES

No mineral resources have been identified on the project site. The Mineral Resources Element of the General Plan does not indicate the presence of resources on the project site. Consultation of the following documents further indicates the lack of any mineral resources on-site. These documents include:

1. California Division of Mines and Geology, Sand and Gravel in California, Part C, Bulletin 180;
2. California Division of Mines, 1954, Geology of Southern California, Chapter 7, Minerology and Petrology, Bulletin 170; and
3. California Division of Mines and Geology, Staff, 1987, Mines and Mineral Producers Active in California, Special Publication #93.

Additionally, the Meniffee North Specific Plan does not propose any future land uses which impact mineral resources in Riverside County, nor was the issue raised in the Notice of Preparation for the project. Therefore, the issue of Mineral Resources is not addressed within the EIR.



### **13. ENERGY RESOURCES**

#### **a. Existing Conditions**

The project site is currently utilized for agricultural purposes including a few farm structures on-site, and consumes little or no energy.

#### **b. Project Impacts/General Plan Relationship**

Development of the Menifee North Specific Plan will increase energy consumption for motor vehicle movement, space and water heating, lighting, cooking, refrigeration and air conditioning, operation and construction equipment, use of miscellaneous home appliances, and energy required to produce the construction materials and all other material aspects of the project.

As stated in Section D., Public Facilities and Services Element, on-site natural gas demand for Menifee North is estimated at 38,244,635 cubic feet (c.f.) per month, based on 6,665 c.f. per month per single-family dwelling unit, 2.9 c.f. per square foot per month of commercial space and 2.0 c.f. per square foot per month of combined commercial/business park, business park and industrial space. On-site electricity for the proposed project is expected to consume 96,543,940 kwh per year based upon 6,081 kwh per dwelling unit per year and 8.8 kwh per square foot per year for commercial, business park and industrial uses.

#### **General Plan Relationship**

The following Land Use Standard is applicable to the proposed Specific Plan:

1. The use of solar energy for water heating in residential, commercial and industrial projects in all Land Use Categories shall be encouraged. Project layout design shall facilitate the use of passive and active solar systems. The use of solar energy for space heating also should be developed in large scale commercial, industrial and residential projects, where feasible.

As discussed under "Mitigation Measures" below, the use of solar applications will be used where practical.

#### **c. Mitigation Measures**

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

2. Building energy conservation will largely be achieved for residential, commercial, business park and industrial units by compliance with Title 24 of the California Administrative Code.

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



## **14. SCENIC HIGHWAYS**

### **a. Existing Conditions**

According to the Riverside County Comprehensive General Plan, Highway 74 which acts as the southern border of the majority of the proposed project, is listed as a State Eligible Scenic Highway. Due to the possibility of a future Official State Scenic Highway designation, the following policies shall apply to uses proposed along this corridor:

- a. Outstanding scenic vistas and visual features shall be preserved.
- b. Vista points with interpretive displays shall be developed along scenic corridors.
- c. When feasible, recreational trails and other compatible public recreation facilities shall be incorporated within scenic corridors.
- d. The design and appearance of new structures within scenic corridors shall be compatible with the setting or environment.
- e. All new development within scenic corridors shall maintain at least a 50 foot setback from the edge of the right-of-way.
- f. The size, height and type of outdoor advertising displays within scenic corridors shall be the minimum necessary for identification.
- g. Within scenic corridors, trees and other roadside plantings shall be utilized to protect and enhance the view from the road.
- h. Earthmoving operations which expose soil surfaces shall be required to reestablish vegetation to bind the soil, prevent water or wind erosion and reestablish a natural vegetative appearance.
- i. Any new electric or communication distribution lines or the relocation of existing overhead facilities in proximity to, and which would be visible from scenic corridors shall be placed underground whenever feasible in accordance with Public Utilities Commission regulations.

### **b. Project Impacts/General Plan Relationship**

Approximately 306.8-acres of the Menifee North Specific Plan borders Highway 74, an Eligible State Scenic Highway. The entire 306.8-acres is contained within Planning Areas proposed for Commercial, Business Park, and combined Commercial/Business Park land use. The landscape development is of primary importance along Highway 74, as it not only delineates the community boundary, it also acts as a noise barrier. CalTrans requires that a thirty-foot (30') right-of-way distance measured from the closest lane of travel be



landscaped according to CalTrans standards. As shown on Figure IV-15, Highway 74/Ethanac Road Streetscape, the closest lane of travel is eight feet from the curb face. A twenty-two foot landscaped right-of-way behind the curb face completes the CalTrans required thirty foot right-of-way. An additional six foot landscaped area that borders the parking lot space of the Commercial, Business Park, and Commercial/Business Park land uses will supplement the twenty-two foot landscape R.O.W. for a total landscape development zone (LDZ) of twenty-eight feet.

Landscape buffering will consist of evergreen background with shrubs, vines, and groundcover plantings. As indicated in Section IV.D., Landscape Architectural Guidelines and Standards, the plant materials have been chosen for their ability to thrive within the site's climate and many varieties of soils.

### **General Plan Relationship**

The following comparisons of the proposed Menifee North Specific Plan relative to the policies listed under "Existing Conditions" are provided. The project site does not contain any outstanding scenic vistas which require preservation, which would eliminate the need for interpretive displays. It is anticipated that the design and appearance of the proposed Commercial, Business Park, and Commercial/Business Park uses will be compatible with existing and approved uses along Highway 74.

Structures proposed in the Commercial, Business Park, and Commercial/Business Park areas are in accordance with the County 50 foot setback requirements as well as the CalTrans 30 foot right-of-way. Advertising displays will be consistently integrated with the building facade and will be uniform in shape and materials (See Section IV.C.6., Signage). Landscape buffering will exist of evergreen and deciduous background grove trees and dense shrub, vines, and groundcover plantings. (See Section IV.D., Landscape Architectural Guidelines and Standards)

As mentioned in Section V.C.2., Slopes and Erosion, exposed soils will be reestablished with erosion resistant vegetation. Where feasible, utility lines will be placed underground in accordance with the Public Utilities Commission.

### **c. Mitigation Measures**

The proposed Menifee North Specific Plan is intended to mitigate any potential impacts to Highway 74, an Eligible State Scenic Highway.



## 15. CULTURAL AND SCIENTIFIC RESOURCES

The information contained below is a summary of: 1) "A Paleontological Survey and Assessment of the Menifee-North Property, Romoland, Riverside County, California" (February 1989) prepared by Paul E. Langenwaller II and 2) "A Cultural Resource Inventory, The Menifee-North Project, near Hemet, California" (March 1989) prepared by Christopher E. Drover Ph.D. These reports are included in their entirety in the Technical Appendices of this document.

### a. **Existing Conditions**

#### **Archaeology**

A review of the archaeological site records on file at the Eastern California Information Center (ECIC) showed three archaeological sites previously identified and one new site located during field investigations for a total of four archaeological sites. Other sites surround the project, but are too distant to be impacted by the proposed project.

Most of the archaeological sites in the area are described as late prehistoric age (pottery present) and may have resulted from population intrusions from the Coachella Valley caused by the desiccation of Lake Cahuilla (approximately A.D. 1500). Settlement patterns seem to consist of campsites (located near perennial water sources) and temporary processing locations.

Considering the topography and proximity of portions of the property to water, site density may be expected to have been moderate to low. Based on settlement/subsistence observation in the area, only temporary food gathering/processing sites might be expected on the proposed project around the bedrock formations.

The following are descriptions of the archaeological sites on the property. Three existing sites were relocated (Riv 978; 1175 and 2607) and one new site, Menifee North-1 (MN-1).

#### Riv-978:

This site was originally described as consisting of three bedrock grinding slick loci (with five slicks) over an area 1328 X 600' by D.F. McCarthy on 3/7/78. The site was described as being quite disturbed and as being utilized for a trash and soil dump for some time. Two more bedrock grinding loci (with three slicks) were observed in a subsequent survey conducted by Jean Salpas on 3/2/81.

#### Riv-1175:

This site record is brief and only mentions that the site consists of "Metate slicks only in granitic bedrocks", and that the site is "2-3 meters", in size. The site was recorded on 4/26/77 by Gerald Smith of the San Bernardino County Museum. While it is not clear how many slicks are involved at this location it is assumed that "...only in granitic bedrocks"



means that no other surface artifacts were found at this locale. This site was relocated and updated for the ECIC.

Riv-2607:

This site, recorded by Daniel McCarthy on 3/8/83, consists of one grinding slick on one bedrock granite boulder, 2 X 3 meters in size.

Meniffee North-1:

This site located during the field investigation, consists of one grinding slick on one bedrock granite boulder. The site is located between sites Riv-1175 and Riv-2607 at the southern boundary of section 18.

Collectively, these sites represent very similar settlement activities, those associated with the gathering and processing of hard seeds. These sites usually occur at the interface of grassland or sage scrub plant communities and the edge of granitic outcrops around the base of the many granite-studded hills in the area.

### **Paleontology**

As a result of the field study conducted by Paul E. Langenwaller II of Heritage Resource Consultants, no paleontological resources were discovered. The methods used in this study included: 1) review of the records of known paleontological sites in the region, 2) a survey of paleontological and geological publications for the project region, and 3) a walkover survey of the property.

Records checks were obtained from the Vertebrate Paleontology Section at the Natural History Museum of Los Angeles County, the San Bernardino County Museum, and the Department of Earth Sciences, University of California, Riverside.

The sediments underlying the proposed project are composed of alluvium and grandiorite. The property is covered by topsoil developed in place from underlying alluvial sediments. The topsoil varies from approximately one to two feet in thickness.

The following discussion provides an evaluation of the potential for encountering paleontological resources on the project site in the future, particularly during development.

Cretaceous Granodiorite  
Paleontologic Sensitivity: None

Due to the mode of origin of these rocks, there is no possibility that paleontological remains will be present in them.

Quaternary Older Alluvium  
Paleontologic Sensitivity: Low



Fossils are not known from these sediments in the Romoland area, although some have been found in older alluvium outside the area. Older alluvium in other areas has yielded the remains of Pleistocene horse (Equus?) at Railroad Canyon Reservoir (Morey 1989); and mammoth (Mammuthus) and camel (Camelops) at Skinner Reservoir (Langenwalter 1972). The fossils found at both reservoirs were discovered from "clay soil" or clayey silt unlike the sediments found in the vicinity of the Menifee-North property. It is unlikely, but there is a possibility, that these types of fossils may be discovered in the alluvial sediments on the study property during earthmoving.

#### Quaternary Younger Alluvium

Paleontologic Sensitivity: Very Low

No fossils or sub-fossils have been recorded from these sediments in the region. Although paleontological remains may occur in these sediments, as they may in any other sediment, the likelihood of any being recovered from the study property is minimal.

### **b. Project Impacts/General Plan Relationship**

#### **Archaeology**

Field methods consisted of archival study of the archaeological records completed by Ms. Karen Swope of the Archaeological Research Unit, University of California and a field survey conducted by Mr. David Smith. As a result of these efforts it is anticipated that while it may be desirable for the bedrock features to be worked into future development plans, it is assumed they will be directly impacted by grading activities. As no subsurface artifacts were recorded on or near the archaeological sites, no further mitigation is recommended beyond the archaeological recordation update submitted to the ECIC.

#### **Paleontology**

The Paleontological sensitivity of a rock unit is determined by its past history of fossil discovery. This sensitivity is a measure of the potential for the discovery of paleontological resources during earthmoving activities. Project implementation could expose fossils through grading and other developmental activities, but at the same time, can destroy these same remains. This would have a significant adverse impact on the paleontological resources of the region. Proper mitigation measures are required to reduce the adverse impact of development and protect the paleontological resources of the area.

#### **General Plan Relationship**

The General Plan Land Use Standards for cultural and scientific resources state that development proposals shall be assessed for impacts upon these resources. Further, development proposals found to have a significant impact upon cultural and scientific resources shall provide adequate mitigation.



In accordance with these standards, both archaeological and paleontological impact assessments were performed on the entire 1200 acre Menifee North Specific Plan project site. The mitigation measures recommended in these assessments are presented under "Mitigation Measures".

**c. Mitigation Measures**

**Archaeology**

Given the element of uncertainty of any archaeological survey due to the "underground" dimension, it is required that should archaeological materials be found during grading activities, a qualified archaeologist shall be retained for their evaluation.

**Paleontology**

The following plan of mitigation is recommended for the Menifee North property, based on potential for the occurrence of paleontological resources on the study property.

Since the paleontologic sensitivity for the site is very low, there is no need to have a grading monitor present on the property for near surface grading. However, earthmoving occurring at depths greater than 10 feet should be monitored by a qualified paleontologist, along with older alluvium deposits which occur at depths of less than ten feet. Monitoring on a part-time basis should be satisfactory for this project given the relatively low sensitivity of the sediments. If fossils are found by the owners of the property, their agents, contractors, or subcontractors during the development of the property, they should be reported immediately to a qualified, professional paleontologist for evaluation.

If grading of older alluvium occurs or earthmoving occurs at depths of more than ten feet, or if fossils are encountered on the property during development, the following mitigation procedures shall be followed:

1. The project paleontologist shall immediately evaluate the fossils which have been discovered to determine if they are significant and, if so, to develop a plan to collect and study them for the purpose of mitigation.
2. A paleontologic monitor shall be immediately retained to be present during earthmoving on the property. The monitor must be empowered to temporarily halt or redirect excavation equipment if additional fossils are found to allow evaluation and removal of them if necessary. The monitor shall be equipped to speedily collect specimens if they are encountered.
3. The monitor, with assistance if necessary, shall collect individual fossils and/or samples of fossil bearing sediments. If specimens of small animal species are encountered, the most time and cost efficient method of recovery is to remove a selected volume of



fossil bearing earth from the grading area and stockpile it off site for processing by screen washing.

4. Fossils recovered during earthmoving or as a result of screen-washing of sediment samples shall be cleaned and prepared sufficiently to allow identification. This allows the fossils to be described in a report of findings and reduces the volume of matrix around specimens prior to storage, thus reducing storage costs.

5. A report of findings shall be prepared and submitted to the public agency responsible for overseeing developments and mitigation of environmental impacts upon completion of mitigation. This report will minimally include a settlement of the types of paleontologic resources found, the methods and procedures used to recover them, an inventory of the specimens recovered, and a settlement of their scientific significance.

6. The paleontological specimens recovered as a result of mitigation shall be donated to a qualified scientific institution where they would be afforded long term preservation to allow future scientific study.

## **D. PUBLIC FACILITIES AND SERVICES ELEMENT**

### **1. CIRCULATION**

The following discussion summarizes "Menifee North Specific Plan 260 Traffic Impact Study, Revised" prepared by Robert Kahn, John Kain & Associates, Inc. (November 25, 1992). This study is included in its entirety as Technical Appendix F to this EIR.

#### **a. Existing Conditions**

The traffic conditions as they exist today are discussed below and illustrated in Figure V-13, Existing Number of Through Travel Lanes and Intersection Controls. The number of through lanes and the existing intersection controls are identified on this Figure.

#### **Surrounding Street System**

Roadways that will be utilized by the proposed development include the 215 Freeway, Route 74, Antelope Road, Sherman Road, Palomar Road, Menifee Road, Malaga Road, Sultanas Road, Juniper Flats Road Mapes Road, Watson Road and Briggs Road. In the vicinity of the project site, the following roadway conditions exist.

215 Freeway: The 215 Freeway joins the 15 Freeway south of Murrieta Hot Springs Road and extends north through Perris and Riverside prior to rejoining the 215 Freeway north of San Bernardino. It is currently four lanes in the vicinity of the site. Freeway interchanges near the site include existing interchanges at Route 74, McCall Boulevard, and Newport Road.

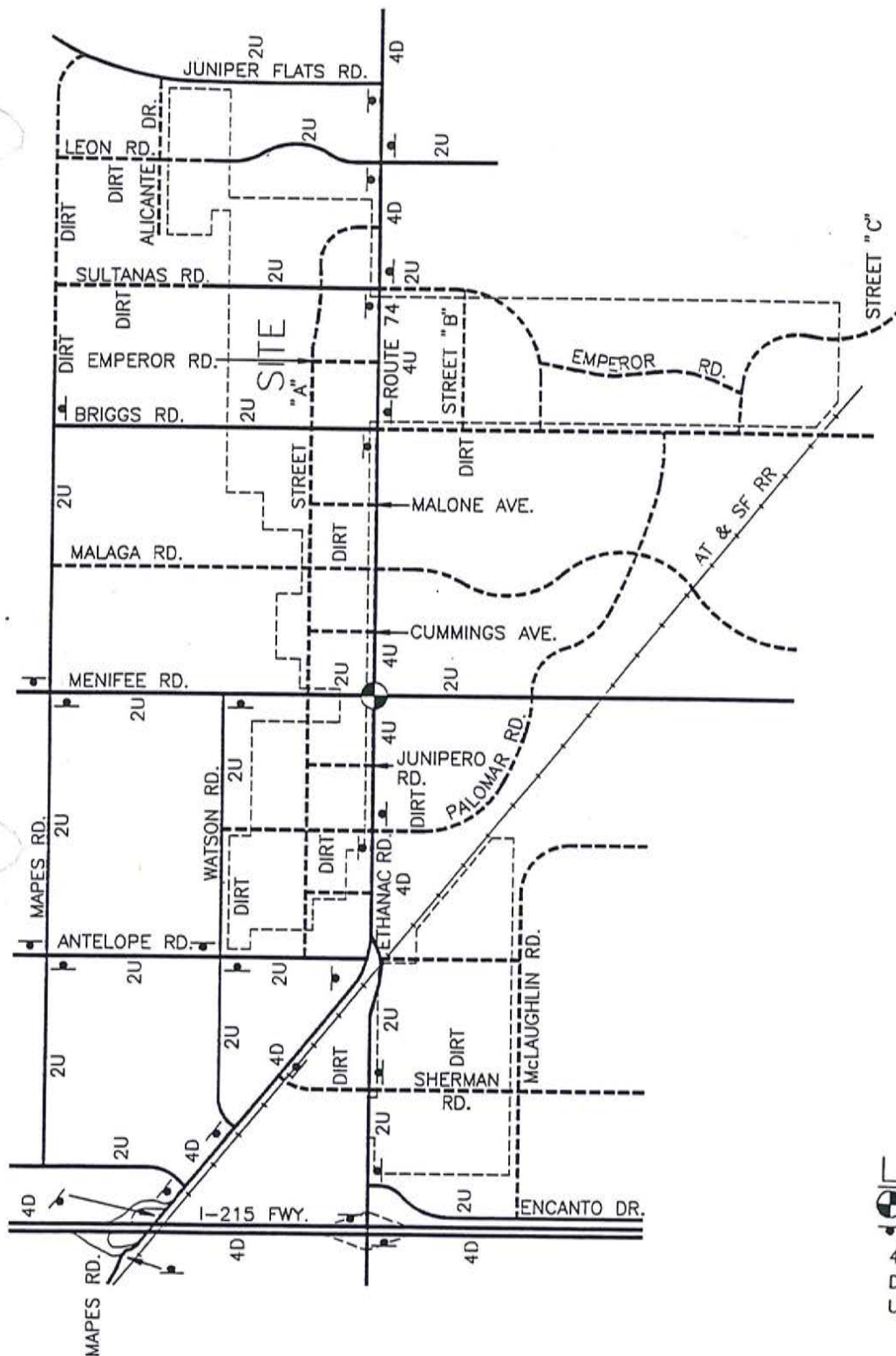
Route 74: This east-west roadway is designated as a Major highway (100 foot right-of-way) on the Riverside County General Plan Circulation Element. It is currently four lanes adjacent to the site.

Sherman Road: This north-south roadway is designated as a Major highway (100 foot right-of-way) south of Route 74 on the Riverside County General Plan Circulation Element. It is currently a dirt road in the vicinity of the site.

Antelope Road: This north-south roadway is designated as a Major highway (100 foot right-of-way) on the Riverside County General Plan Circulation Element. It is currently two lanes in the vicinity of the site.

Menifee Road: This north-south roadway is designated as a Major highway (110 foot right-of-way) south of Newport Road and as an Arterial highway (110 foot right-of-way) north of Newport Road on the Riverside County General Plan Circulation Element. It is currently two lanes adjacent to the site.





# LEGEND:

- = TRAFFIC SIGNAL
- = STOP SIGN
- 4 = NUMBER OF LANES
- D = DIVIDED
- U = UNDIVIDED

SOURCE: Robert Kahn, John Kain & Associates, Inc.

## EXISTING NUMBER OF THROUGH LANES & INTERSECTION CONTROLS

FIGURE V-13

# MENIFEE NORTH

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Palomar Road: This north-south roadway is currently a dirt road in the vicinity of the site but is not shown on the Riverside County General Plan Circulation Element.

Malaga Road: This north-south roadway is currently a dirt road north of Route 74 but is not shown on the Riverside County General Plan Circulation Element.

Briggs Road: This north-south roadway is designated as a Major highway (100 foot right-of-way) on the Riverside County General Plan Circulation Element. It is currently two lanes south of Newport Road and north of Route 74.

Sultanas Road: This north-south roadway is designated as a Secondary highway (88 foot right-of-way) south of Route 74 on the Riverside County General Plan Circulation Element. It is currently a two lane roadway north of Route 74.

Juniper Flats Road: This north-south roadway is designated as a Major highway (100 foot right-of-way) north of Mapes Road and as a Secondary highway (88 foot right-of-way) south of Mapes Road to Route 74 on the Riverside County General Plan Circulation Element. It is currently two lanes in the vicinity of the site.

Mapes Road: This east-west roadway is designated as a Major highway (100 foot right-of-way) west of Menifee Road and as a Secondary highway (88 foot right-of-way) east of Menifee Road on the Riverside County General Plan Circulation Element. It is currently two lanes west of Briggs road and a dirt road east of Briggs Road.

Watson Road: This east-west street is designated as a Secondary highway (88 foot right-of-way) on the Riverside County General Plan Circulation Element. It is currently a two lane road between Highway 74 Sherman Road and Menifee Road.

### **Daily Traffic Volumes**

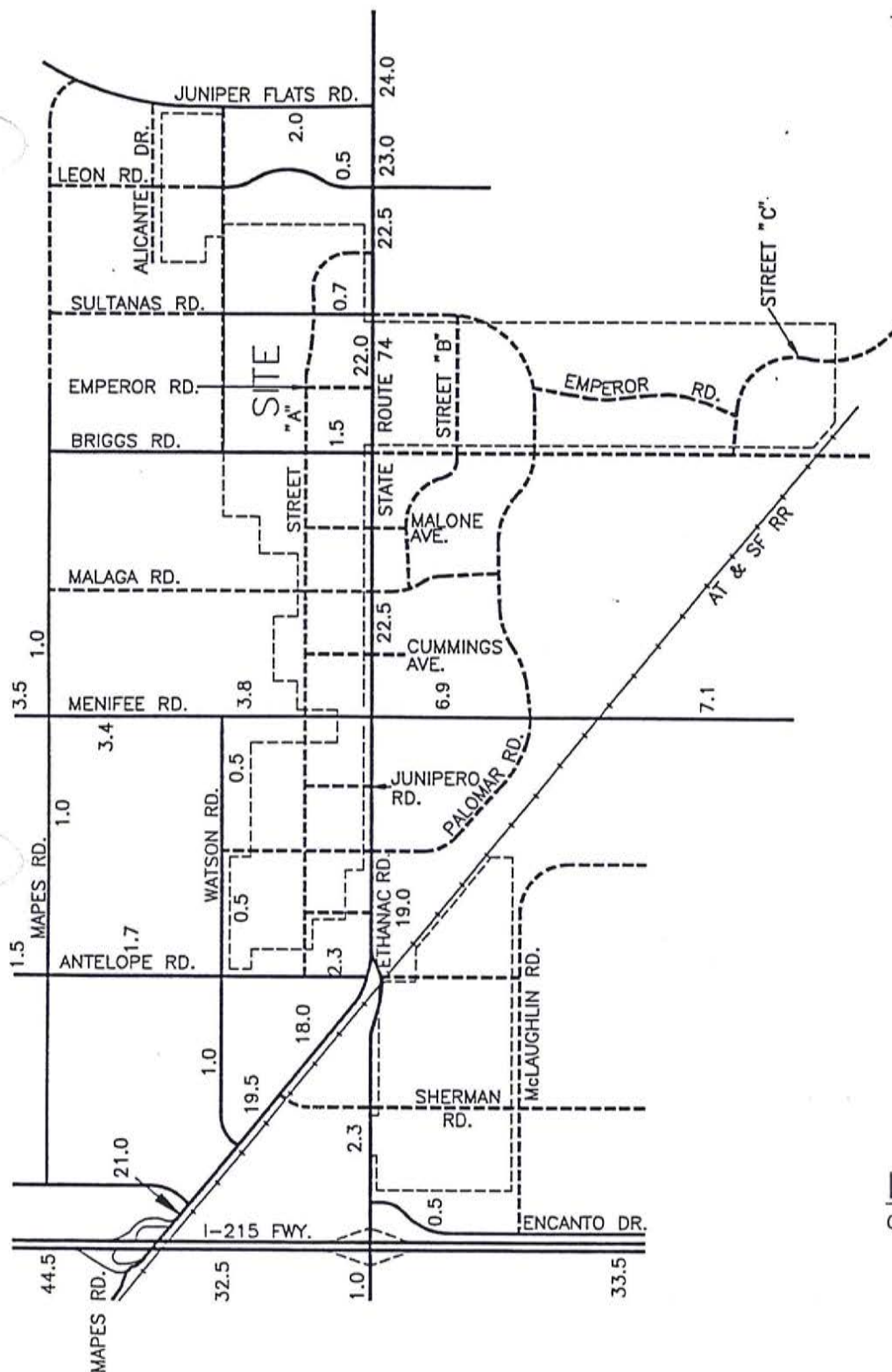
Figure V-14, Existing Daily Traffic Volumes, depicts the average daily two-way traffic volumes. Traffic volumes were obtained from the County of Riverside's Traffic Count Book, dated December 1991, the 1991 Traffic Volumes on State Highways from Caltrans, and from extrapolations of peak hour turning movement counts taken by the Traffic Engineer.

### **Existing Intersection Capacity Utilization**

The techniques used to assess the operation of an intersection is known as Intersection Capacity Utilization (ICU). To calculate an ICU the volume of traffic using the intersection is compared to the capacity of the intersection. ICU is usually expressed as a percent. The percent represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity. The ICU's for existing intersections in the vicinity of the project were measured in 1990 the results of which are shown in Table XVI, Existing Intersection Capacity Utilization and







SOURCE: Robert Kahn, John Kain & Associates, Inc.

EXISTING AVERAGE DAILY TRAFFIC (ADT)

FIGURE V-14

**MENIFEE NORTH**

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Lane Geometries. As indicated therein, intersections in the vicinity of the site operated within acceptable service levels (Level of Service A) in the evening peak hour for existing traffic conditions at that time.

### **Existing Riverside County Circulation Element**

Figure V-15 is the Riverside County General Plan Circulation Element. Both existing and future roadways are included in the Circulation Element of the General Plan and are graphically depicted therein. This figure shows the nature and extent of arterial highways which are needed to adequately serve the ultimate development depicted by the Land Use Element of the General Plan and serves to coordinate future arterials between local jurisdictions.







CLASSIFICATION	RIGHT OF WAY	SYMBOL
SECONDARY	88'	---
MAJOR	100'	---
ARTERIAL	110'	---
MOUNTAIN ARTERIAL	110'	---
URBAN ARTERIAL	134'	---
EXPRESSWAY	VARIABLE	---
FREEWAY	VARIABLE	---
SPECIFIC PLAN ROAD	VARIABLE	---
BRIDGE		---
SPHERE OF INFLUENCE		---
STATE AND FEDERAL LANDS		---
1/2 MILE ACCESS RESTRICTION		---
25' TRANSPORTATION EASEMENT		---

SOURCE: Robert Kahn, John Kain & Associates, Inc.

## RIVERSIDE COUNTY GENERAL PLAN CIRCULATION ELEMENT

FIGURE V-15

# MENIFEE NORTH

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TABLE XVI  
EXISTING INTERSECTION CAPACITY UTILIZATION AND LANE GEOMETRICS

Intersection	Intersection Approach Lanes <sup>(1)</sup>												Evening Peak Hour ICU <sup>(2)(3)</sup>
	North-bound			South-bound			East-bound			West-bound			
	T	R	L	T	R	L	T	R	L	T	R	L	
215 Freeway SB Ramps (NS) at Route 74 (EW)	1	0	1	1	1	0	0	1	1	0	0	0	48 (A)
215 Freeway NB Ramps (NS) at Route 74 (EW)	0	0	0	0	1	1	2	0	1	2	1	0	31 (A)
Watson Road (NS) at Route 74 (EW)	0	0	0	0	1	1	2	0	1	2	0	0	34 (A)
Antelope Road (NS) at Route 74 (EW)	0	0	0	1	0	0	2	0	1	2	0	0	33 (A)
Meniffee Road (NS) at Route 74 (EW)	1	0	0	1	0	0	2	0	1	1	0	0	52 (A)
Briggs Road (NS) at Route 74 (EW)	1	0	0	1	0	0	2	0	1	2	0	1	46 (A)
Sultans Road (NS) at Route 74 (EW)	1	0	0	1	0	0	2	0	0	2	0	0	46 (A)
Jupiter Flats Road (NS) at Route 74 (EW)	0	0	0	0	1	1	2	0	1	2	0	0	36 (A)

<sup>1</sup> When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside to through lanes.

<sup>2</sup> Intersection Capacity Utilization (ICU)

T = Through

Rt = Right

Lt = Left

<sup>3</sup> Evening Peak Hour ICU's provide a "worst case" indication of peak hour roadway conditions.

### Levels of Service

- A = Free flow traffic movement (0-60% intersection capacity utilization).
- B = Generally free flow traffic movement, some constrictions (61%-70% intersection capacity utilization).
- C = Acceptable movement, rural roadway standard (71%-80% intersection capacity utilization).
- D = Restricted flows, urban roadway standard (81%-90% intersection capacity utilization).
- E = Flows at capacity of roadway, with stoppages (91%-100% intersection capacity utilization).
- F = Overload and congested roadway (over 100% intersection capacity utilization).

In the area surrounding the project, a significant needs exists to forecast traffic volumes for buildout of the area to demonstrate the ultimate capacity requirements of the circulation system. The following revisions to the General Plan Circulation Element directly related to the project are as follows:

- a. Upgrade Briggs Road from a Major Highway to an Urban Arterial from SR-74 to Matthews Road.
- b. Upgrade Meniffee Road from an Arterial Highway to an Urban Arterial from SR-74 to Palomar Road.

Long term needs have been evaluated using the Meniffee Area Traffic Model (MATM) for a broad study area. Mitigation measures and improvement requirements for actual development will be determined in subsequent studies at the tentative tract or plot plan level. The Meniffee Area Traffic Model was prepared to forecast traffic volumes for cumulative future development of the area to demonstrate the ultimate capacity requirements of the circulation system. The Traffic Model represents a comprehensive traffic modeling effort to define buildout demands on the system based upon proposed Specific Plans in the area.

### **b. Project Impacts/General Plan Relationship**

As shown on Figure III-2, Circulation Plan, on-site circulation is accommodated by a proposed network of roadways. Each roadway's location and size are designed to facilitate the efficient movement of traffic throughout the site. This Plan is described in detail in Section III. A.2., Circulation Plan.

### **Traffic Generation**

The traffic generated by the project is determined by multiplying an appropriate trip generation rate by the quantity of land use. Trip generation rates are expressed in terms



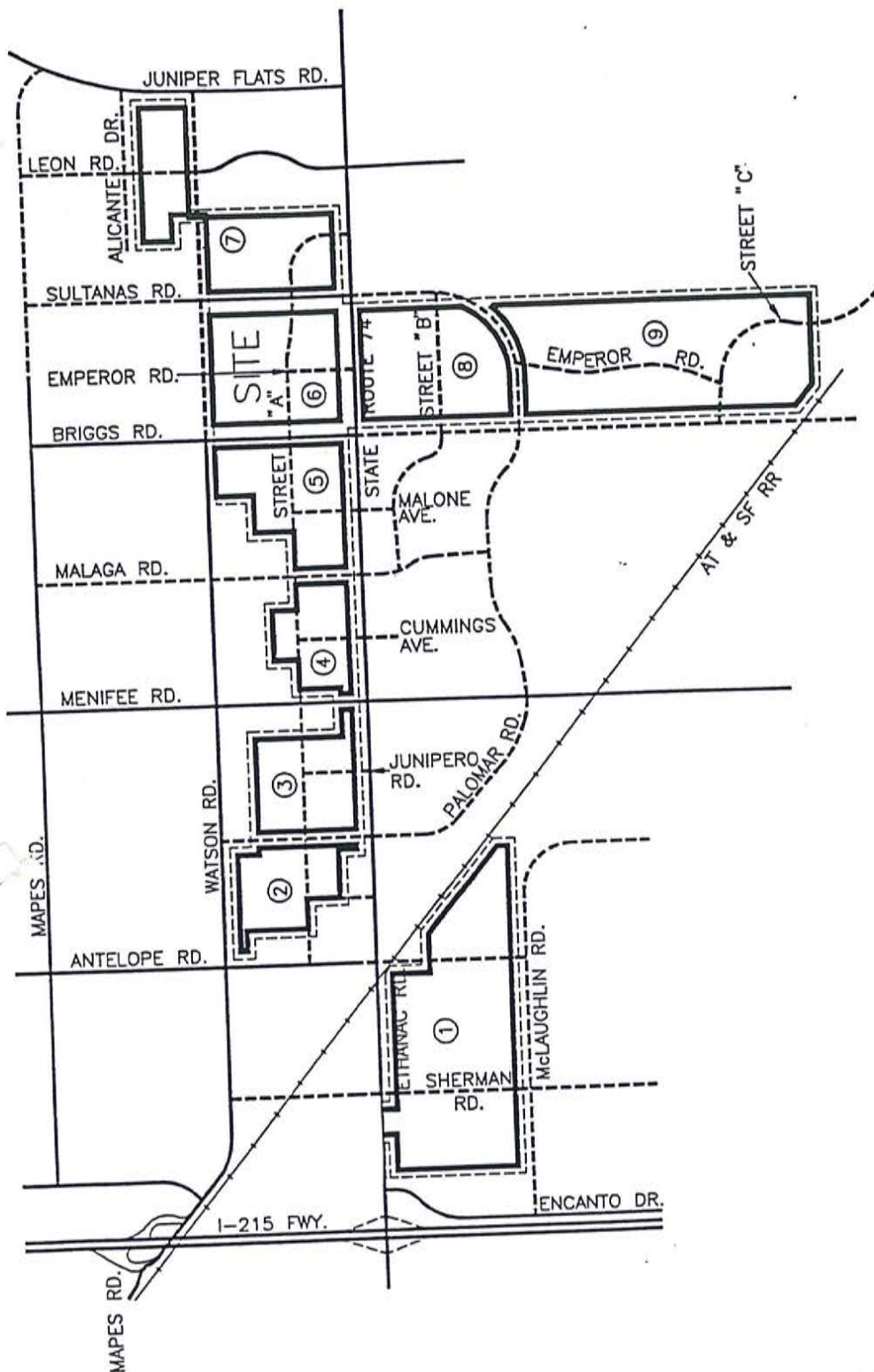
of trip ends per dwelling, trip ends per thousand square feet of floor space, or trip ends per acre. Significant research efforts have been made by CalTrans, the Institute of Transportation Engineers, and others to establish the correlation between trips and land use. From this body of information, trip generation rates can be estimated with reasonable accuracy for various land uses.

Trip generation rates were determined for daily traffic, morning peak hour inbound and outbound traffic, and evening peak hour inbound and outbound traffic for the proposed land uses. (See Table XVII, Traffic Generation Rates) By multiplying the traffic generation rates by the land use quantities, the traffic volumes are determined. Table XVIII, Project External Trips Generated exhibits the external peak hour and daily traffic volumes generated by the project. As shown on Table XVIII, the project will generate 138,250 external vehicle trips per day, 11,640 of which will occur during the morning peakhour and 14,945 during the evening peak hour. Based upon a 10.0 mile average trip length, the proposed project will generate approximately 1,382,500 vehicle miles of travel daily.

Traffic volumes shown in Table XVIII consist of the external trips generated for the proposed project by Traffic Zone (See Figure V-16, Traffic Zone Map). As a residential trip generated by the project will also be making trips to a commercial or recreational land use within the project, a double counting of those trips occurs. Fifteen percent of traffic generated by the project has been removed for interaction of commercial/recreational and residential uses.







# LEGEND:

- ① = ZONE NUMBER
- = ZONE BOUNDARY

SOURCE: Robert Kahn, John Kain & Associates, Inc.

FIGURE V-16

PROJECT ZONE BOUNDARY

# MENIFEE NORTH

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TABLE XVII  
TRAFFIC GENERATION RATES

<u>Land Use</u>	<u>Units*</u>	<u>Morning Peak Hour</u>		<u>Evening Peak Hour</u>		<u>Daily</u>
		<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	
Single-Family Residential	DU	0.19	0.55	0.66	0.35	9.55
Office						
• (75.0 TSF)	TSF	1.81	0.22	0.34	1.66	15.05
• (2140.0 TSF)	TSF	1.40	0.17	0.25	1.23	11.33
• (270.0 TSF)	TSF	1.36	0.17	0.24	1.19	11.01
• (319.5 TSF)	TSF	1.31	0.16	0.23	1.14	10.57
• (615.0 TSF)	TSF	1.13	0.14	0.20	0.96	9.01
Medical Office	TSF	2.07	0.62	1.22	2.86	34.17
Government Office	TSF	2.00	0.25	0.89	1.97	25.00
Business Park	TSF	1.38	0.24	0.33	1.15	14.37
Commercial Retail						
• (63.0 TSF)	TSF	1.24	0.73	3.88	3.88	84.04
• (118.0 TSF)	TSF	0.96	0.56	3.09	3.09	66.42
• (150.0 TSF)	TSF	0.87	0.51	2.83	2.83	60.70
• (180.0 TSF)	TSF	0.80	0.47	2.65	2.65	56.69
Light Industrial	TSF	0.76	0.16	0.12	0.86	6.97
Elementary/School	ST	0.18	0.12	0.01	0.01	1.09

\* DU = Dwelling Unit  
TSF = Thousand Square Feet  
ST = Student  
AC = Acre

TABLE XVIII  
PROJECT EXTERNAL TRIPS GENERATED

<u>Zone</u>	<u>Morning Peak Hour</u>		<u>Evening Peak Hour</u>		<u>Daily</u>
	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	
1	2,035	475	705	2,570	26,220
2	535	265	485	655	11,480
3	820	225	570	975	15,490
4	1,255	240	390	1,225	14,050
5	1,170	320	665	1,240	19,090
6	1,085	340	675	1,200	18,060
7	715	330	420	695	10,060
8	770	350	715	990	16,060
9	<u>235</u>	<u>475</u>	<u>500</u>	<u>270</u>	<u>7,740</u>
Total	8,620	3,020	5,125	9,820	138,250

Note: Trips generated are rounded to nearest 10.



## **Trip Distribution**

Trip distribution characteristics of the project were estimated by traffic zone based upon several factors including the geographical orientation of the site, the location of various anticipated employment, commercial and recreational destinations, the site's proximity to the regional freeway system, and existing and proposed land uses and highways in the area. Traffic assignments onto the adjoining roadway system also assumed certain proposed arterial highway and local street systems would be in place at the time of project development. The number of daily trips attributed to the proposed project is delineated within Figure V-17, Project Average Daily Traffic.

Precise assessment of project-related and cumulative traffic impacts and related mitigation measures shall be contained in the Menifee Area Traffic Model. It is anticipated that this will provide the comprehensive traffic modelling effort necessary to define traffic demand from currently proposed Specific Plans (including Menifee North) upon the regional transportation system. The Menifee Area Traffic Model will also provide a tool for evaluation of development proposals and a guide for design of specific roadways within each Specific Plan. The Menifee Area Traffic Model is viewed as a first step toward development of an areawide roadway construction program.

## **Site Access**

The Traffic Analysis provides several specific recommendations related to the design of on-site roadways and their respective points of access onto regional roadways. Specific design recommendations include on-site roadway alignments and sizes, turn lane requirements, and assignment of roadway designation categories to various on-site roadways (see Figure V-18, Circulation Recommendations). Appendix F contains a copy of the Traffic Analysis which provides additional detail as to the nature of these recommended roadway improvements.

## **Bike Paths**

The County of Riverside Plan of Bicycle Routes designates a Class II bike path running in an east-west direction along Highway 74 which is adjacent to portions of the project site. A Class II bikeway trail or path is one that lies within the right-of-way of the roadway.

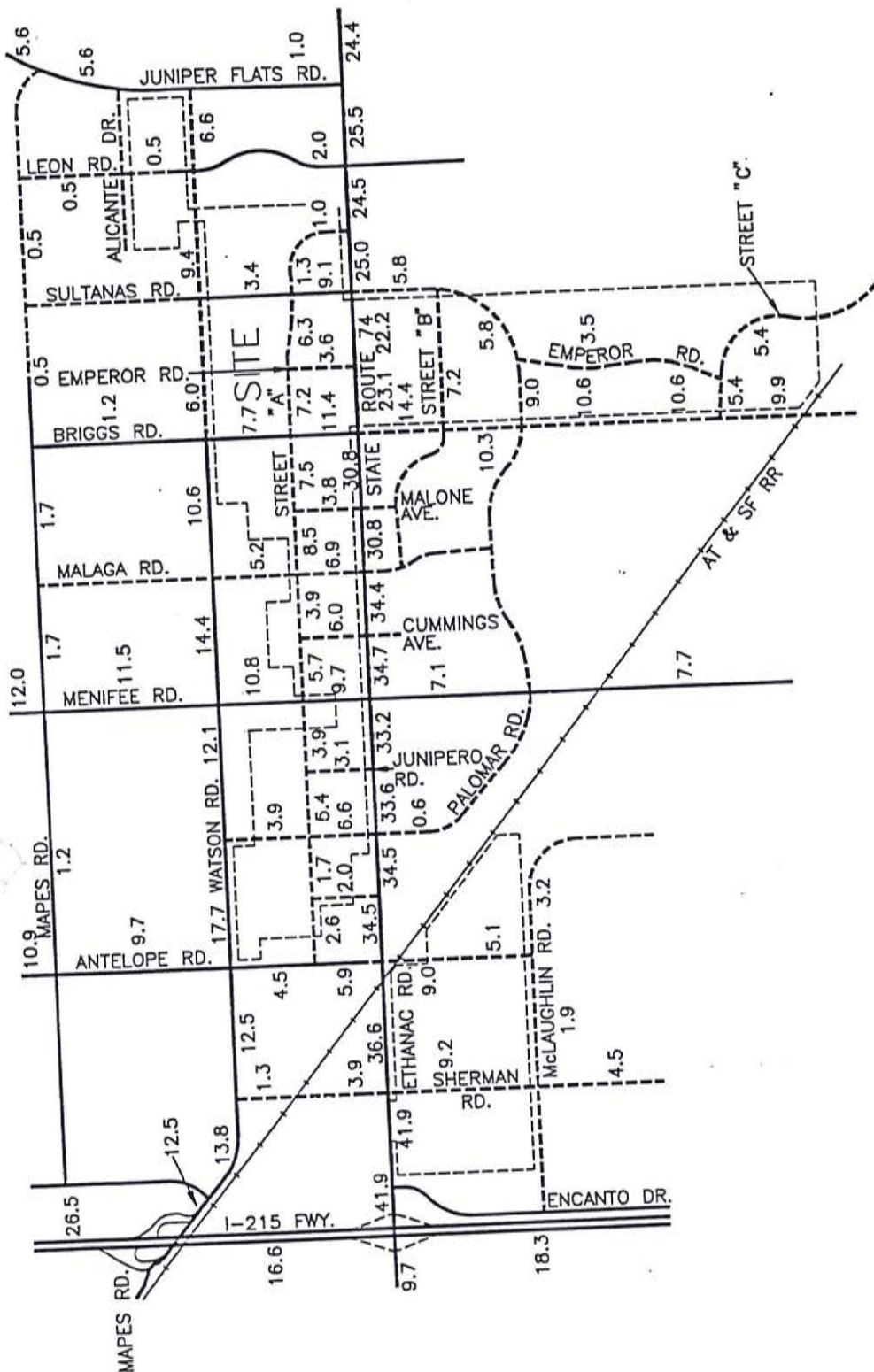
## **General Plan Relationship**

The following are the Land Use Standards of the Public Facilities and Services Element of the Comprehensive General plan relative to circulation.

1. **Road Right-of-Way and Dedication:** Necessary rights of-way dedications shall be made by developers as part of the land division and review process. All Road dedications







**LEGEND:**  
4.5 = VEHICLES PER DAY (1000'S)

SOURCE: Robert Kahn, John Kain & Associates, Inc.

PROJECT AVERAGE DAILY TRAFFIC (ADT)

FIGURE V-17

**MENIFEE NORTH**

Menifee North Property Owners Association

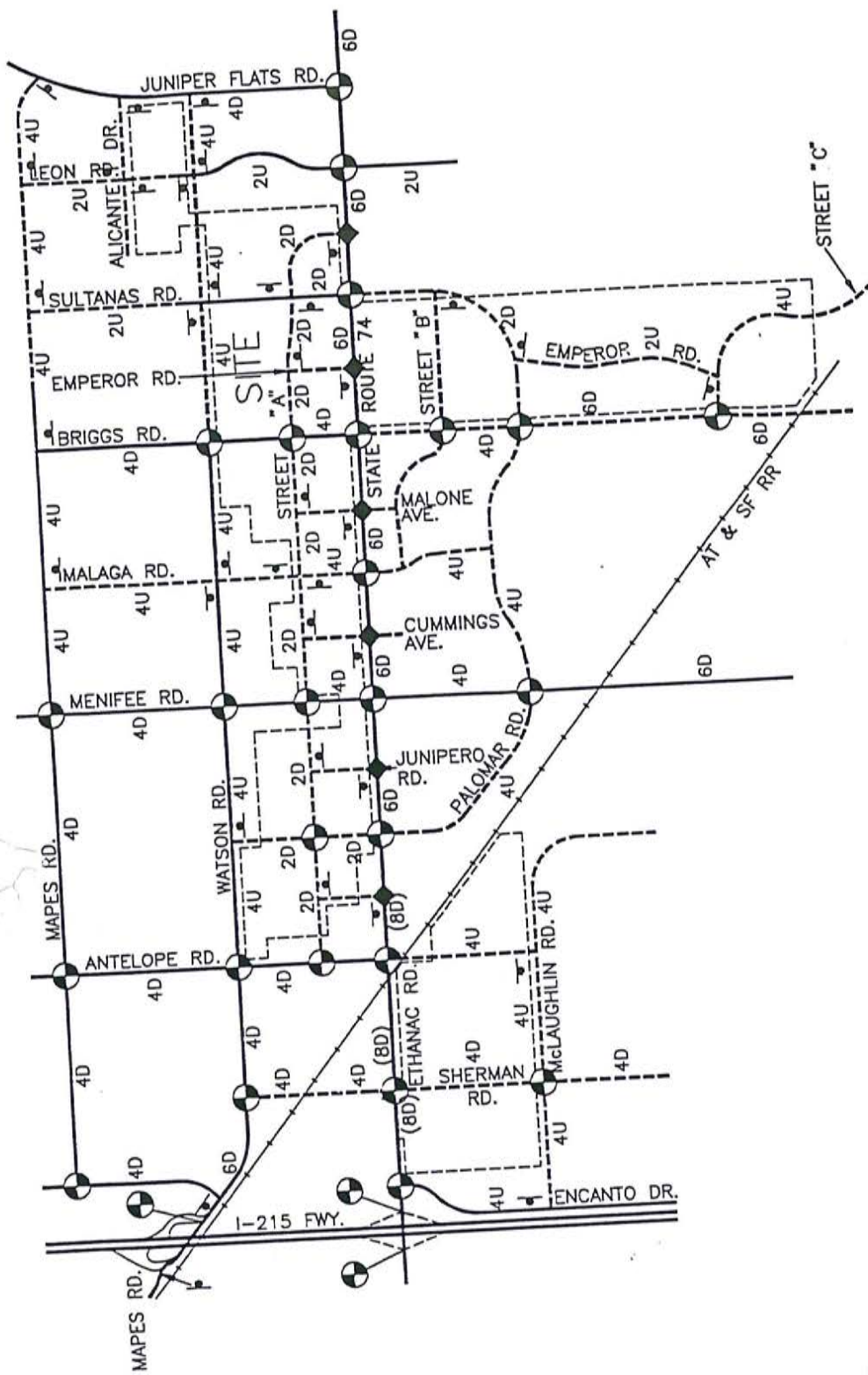


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### LEGEND:

- ⊕ = TRAFFIC SIGNAL
- T = STOP SIGN
- 4 = NUMBER OF LANES
- D = DIVIDED
- U = UNDIVIDED
- (8D) = LANES REQUIRED TO ACHIEVE LEVEL OF SERVICE "C"
- ◆ = POTENTIAL "RIGHT TURN ONLY" RESTRICTION (NO MEDIAN BREAK)

SOURCE: Robert Kahn, John Kain & Associates, Inc.

# CIRCULATION RECOMMENDATIONS

# MENIFEE NORTH

Menifee North Property Owners Association

FIGURE V-18





shall relate to the overall existing and proposed street systems of the immediate area surrounding a proposed development.

2. Roadway Design: Intensive urban land uses shall be served by streets and highways capable of handling high volumes of commuter and truck traffic.

Through traffic movements shall be limited to General Plan roads and should avoid streets through residential neighborhoods. Provisions shall be made for highways capable of carrying high volumes of through traffic between major trip generators.

3. Alignment: Curves and roads shall be designed to permit safe movement of vehicular traffic at the road's design speed.

4. Access: All weather access shall be provided to all developed areas.

5. Intersections: All street intersections shall be designed to assure the safe, efficient passage of through Traffic and the negotiation of turning movements.

6. On-Site Road Improvements: Private land developments shall be required to provide all on-site road and auxiliary facility improvements necessary to mitigate any development-generated circulation impacts. A review of each proposed land development project shall be undertaken to identify the project impacts to the circulation system and its auxiliary facilities.

7. Off-Site Road Improvements: All developments shall be required to mitigate all significant impacts which they will place upon the circulation system. Off-site improvements will be provided by the developer or by other County-approved financing mechanisms, including State or Federal funds. All identified impacts to the circulation system by proposed land developments shall be mitigated by the developer in conformance to requirements established by the responsible agency.

8. Arterial Highways: Arterial highways shall be identified on a map and improved as area development and highway needs warrant. Whenever possible, improvements shall be made with financing mechanisms which equally distribute the cost of road improvements among those who will benefit.

9. Collector Streets: Provisions shall be made for a comprehensive efficient collector road system in developing the site.

10. Circulation Hazards: The circulation system should be designed to avoid or mitigate significant environmental hazards.

Adequate measures shall be taken to protect County residents from transportation-generated noise hazards. Increased setbacks, walls, landscaped berms, other sound absorbing barriers or a combination thereof shall be provided.



11. Congestion Relief/Levels of Service: Private developments which are projected to reduce levels of service on existing facilities below acceptable standards shall be required to provide appropriate mitigation measures.

Traffic signals shall be constructed and improved at appropriate intersections.

The project responds to General Plan Land Use Standards 1) through 11) as noted above through the design of the project circulation system. As noted in the Circulation Plan Development Standards (Section III.A.2.b.), the project will insure proper roadway design through dedication and construction of public roads. Through traffic movements will avoid streets through residential neighborhoods. Curves and roads will permit safe movement of vehicular traffic at the road's design speed, and intersections will be designed to assure the safe passage of through traffic and the negotiation of movements. Final design and offers of dedication will occur at the land division stage. The circulation system as proposed will provide for all weather access to all portions of the project site.

**c. Mitigation Measures**

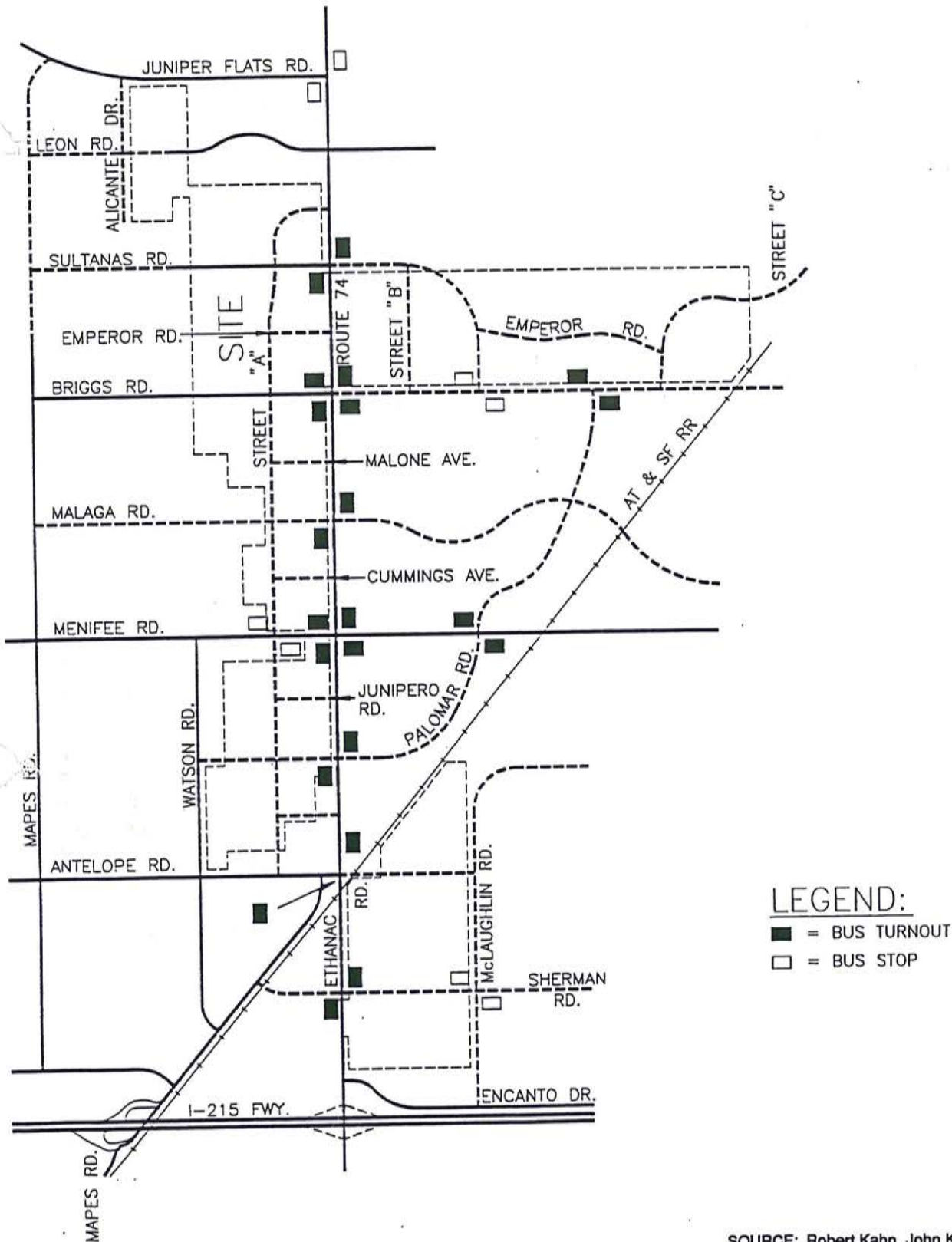
1. Signalization. For cumulative traffic conditions with the project, traffic signals are anticipated to be warranted at the following study area intersections (see Figure V-18, Circulation Recommendations): Encanto Drive at Ethanac Road; Sherman Road at Watson Road; Sherman Road at Ethanac Road; Sherman Road at McLaughlin Road; Antelope Road at Mapes Road; Antelope Road at Watson Road; Antelope Road at Street "A"; Palomar Road at State Route 74; Menifee Road at Mapes Road; Menifee Road at Watson Road; Menifee Road at Street "A"; Menifee Road at State Route 74; Malaga Road at State Route 74; Briggs Road at Watson Road; Briggs Road at Street "A"; Briggs Road at State Route 74; Briggs Road at Street "B"; Briggs Road at Palomar Road; Sultanas Road at State Route 74; Leon Road at State Route 74; and Juniper Flats Road at State Route 74.

The project applicant will either be directly responsible for provision of the above signals or shall participate on a fair-share basis for the funding of these facilities. The extent of their responsibility shall be based upon the extent of utilization of these intersections by project-related traffic.

2. Alternative Transportation Modes. The Menifee North Specific Plan shall provide a system of bicycle trails within open space corridors, flood control and utility easements where possible. Sidewalks or pathways in residential and commercial areas that allow a safe environment for pedestrians shall also be provided.

3. Although the study area is currently not served by a transit service, bus turnout and potential future bus stop locations have been recommended by the Traffic Engineer (see Figure V-19, Bus Turnout and Stop Locations). As recommended, bus stops are spaced to maximize passenger accessibility, convenience and safety, while minimizing





SOURCE: Robert Kahn, John Kain & Associates, Inc.

## BUS TURNOUT & STOP LOCATIONS

FIGURE V-19

# MENIFEE NORTH

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undue delay or traffic interruptions. Bus stops are generally spaced 800 feet to 1,200 feet apart on roadways surrounding the project (see Appendix F for additional criteria that was the basis for these recommendations). Bus turnouts shall be constructed at these recommended locations that are located within the project boundaries.

4. To encourage ridesharing/transit ridership and reduce commute trip impacts on access routes to the I-215 Freeway, a portion of the commercial parking area in Planning Area 8, on-site shall be designated for Park-N-Ride and carpool/vanpool parking use on weekdays between 6:00 a.m. and 6:00 p.m.

5. Project roadways shall be aligned and sized as illustrated in Figure V-18, Circulation Recommendations.

6. On-site access improvements shall adhere to the following design guidelines:

- traffic signing/stripping should be implemented in conjunction with detailed construction plans for the project;
- sight distance at each intersection should be reviewed with respect to standard Caltrans/County of Riverside sight distance standards at the time of preparation of final grading, landscape and street improvement plans;
- the traffic signals required within the study area at buildout should specifically include an interconnect of the signals to function in a coordinated system.

7. Upon Specific Plan approval, the General Plan Circulation Element shall be revised as follows:

- a. Upgrade Briggs Road from a Major Highway to an Urban Arterial from SR-74 to Matthews Road;
- b. Upgrade Meniffee Road from an Arterial Highway to an Urban Arterial from SR-74 to Palomar Road.

8. The project applicant shall participate in any fee programs established within the study area to provide for the improvement of key roadway links and interchange facilities. The project shall contribute to the installation of traffic signals when warranted through the payment of traffic signal mitigation fees.

If a trip ceiling and trip bank is established, then as a development phase is approved, the total number of trips it generates shall be subtracted from the trip ceiling or trip bank, leaving a total of remaining trips that the Specific Plan can generate. For tract maps, final map recordation will be when the projects' generated trips will be deducted from the trip bank. The County Transportation Department will maintain the official "trip bank" for the Specific Plan and will provide an annual update on project trip status.



## **2. WATER AND SEWER**

### **a. Existing Conditions**

#### **Water**

The proposed project falls within the jurisdiction of the Eastern Municipal Water District (EMWD) for water service. Currently, the existing main roadways within the project contain several water lines. These lines are capable of producing adequate water service provided that the system within the proposed project is looped and sized accordingly.

The project is divided into five water pressure zones identified as the "1627", "1693", "1785", "1811" and "2033" pressure zones.

#### **Sewer**

Eastern Municipal Water District provides sewer service to the proposed project. The project has existing sewer lines in portions of the far east and far west sections of the project. As shown on Figure III-8 Sewer Plan, the western portion north of Highway 74 and west of San Jacinto Road lies within "Assessment District No. 5." The project area east of Briggs Road and north of McLaughlin Road lies within the "Homeland-Green Acres Districts." Both Districts have existing sewers or sewers being installed. The center portion of the project will be within the proposed "Meniffee Ranch Sewer District."

The entire project lies within the service area of the Perris Valley Reclamation Facility (Romoland Plant) for sewage treatment. This facility is currently at maximum capacity.

According to EMWD Ordinance No. 68, adopted by the District on October 4, 1989, the District can require a project to provide for reclaimed water use where applicable such as, golf courses, parks and common landscape areas. It is anticipated that the District will require that provisions are made for at least a system of "dry" reclaimed water lines to be installed for future use when the District completes the necessary facility construction to bring reclaimed water near the site.

### **b. Project Impacts/General Plan Relationship**

#### **Water**

The Meniffee North Specific Plan proposes 2,654 residential units, 166.3-acres of Commercial use, 165.4-acres of Business Park use, 70.1-acres of combined Commercial/Business Park use, 197.5-acres of Industrial use, 26.7-acres of School sites, a 1.7-acre Fire Station, and 142.3-acres of Parks and Natural Open Space.



As stated earlier, the project is within five pressure zones. Table XIX, Project Water Demands, indicates the projected water demands for the Meniffee North project within these pressure zones based upon factors provided by Eastern Municipal Water District.

As previously mentioned, several water lines exist on-site. Development of the project will require the existing water system to be expanded by placing new water mains on all proposed streets as well as extending new mains on existing streets to complete a looped watermain system. These existing and proposed watermains are shown on Figure III-7, Water Plan. Water main sizes will vary from 8 to 16 inches in diameter.

Water service will be available when the construction and improvement of utility hook-ups from existing lines on-site will service the project up to an elevation of approximately 1527 feet. EMWD has indicated that the Meniffee North Specific Plan will be required to participate in the cost of the construction of a 5 million gallon water storage tank.

A preliminary Plan of Services, dated November 19, 1992 was prepared by Eastern Municipal Water District which is included in its entirety within Technical Appendix I. This Plan of Services provides updated estimates of project related water demands by pressure zone as reflected in Table XIX, Project Water Demands. It also provides preliminary design concepts for the provision of domestic and reclaimed water and sewer service to the Meniffee North and Meniffee Ranch Specific Plans.

#### Sewer

The estimated sewage generation from the Meniffee North Specific Plan (see Table XX, Estimated Sewer Demands) is based on EMWD criteria, assuming a generation rate of 100 gallons per person per day and 3,000 gallons per acre for Commercial, Business Park, Schools and Industrial uses.

It is assumed that there is no additional sewage generation from the park areas proposed.

# TABLE XIX PROJECT WATER DEMANDS

## 1627 Zone

Industrial (187 AC) (3600 gpAd) =	709,200 gpd
Commercial/Business Park (100 Ac) (3600 gpAd) =	360,000 gpd
Residential (300 Du) (3 per/Du) (200 gpcd) =	<u>180,000 gpd</u>
Subtotal	1,249,200 gpd

## 1693 Zone

Commercial/Business Park (260 Ac) (3600 gpAd) =	936,000 gpd
Residential (1500 Du) (3 per/Du) (200 gpcd) =	<u>900,000 gpd</u>
Subtotal	1,836,000 gpd

## 1785 Zone

Commercial/Business Park (40 Ac) (3600 gpAd) =	144,000 gpd
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## 1811 Zone

Residential (1500 Du) (3 per/Du) (200 gpcd) =	360,000 gpd
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## 2033 Zone

Residential (280 Du) (3 per/Du) (200 gpcd) =	<u>168,000 gpd</u>
--	--------------------

Total Average Day Demand = 3,757,200 gpd  
Total Maximum Day Demand = 7,514,400 gpd

Fire flow requirements for the subject project are expected to range from approximately 1500 gpm for a 2 hour duration (residential) to 5000 gpm for a 4 hour duration (industrial), depending on type of land use.

Approximate elevational boundaries corresponding to each pressure zone are as follows:

- 1627 Zone - Up to 1495 ft.
- 1693 Zone - 1495 ft. to 1596 ft.
- 1785 Zone - 1569 ft. to 1661 ft.
- 1811 Zone - 1661 ft. to 1687 ft.
- 2033 Zone - 1687 ft. to 1909 ft.

On-site boundaries between pressure zones will be refined based on the results of hydraulic analyses of the affected zone systems which consider more detailed grading plan information than is available at the present time.



TABLE XX  
ESTIMATED SEWAGE DEMANDS

Residential

Average Daily Demand  
2654 d.u.'s X 3.0 X 100 gallons/per./day = 796,200 gal./day

Peak Daily Demand  
796,200 gallons/day X 1.8 = 1,433,160 gal./day

Commercial/Business Park/Industrial/Schools

Average Daily Demand  
616 acres X 3,000 gallons/acre/day = 1,848,000 gal./day

Peak Daily Demand  
1,848,000 gallons/day X 1.8 = 3,326,400 gal./day

TOTAL

Average Daily Demand = 2.64 MGD  
Peak Daily Demand = 4.75 MGD

It should be noted that the estimations in Table XX reflect EMWD criteria only. Since the project lies within three sewer districts, these mitigations may vary utilizing the appropriate districts criteria.

Collection and treatment of wastewater for the Menifee North Specific Plan is currently provided by EMWD. The project will be serviced through the expansion of existing sewer lines located in both the far east and west portions of the site. The project applicant will participate in the proposed "Menifee Ranch Sewer District," and the existing assessment District No. 5 as well as the Homeland-Green Acres District, all of which will control the expansion of sewer facilities on-site. Figure III-8, Sewer Plan, indicates the existing and proposed infrastructure system within Menifee North. These proposed facilities are in accord with EMWD plans. The plans for the Menifee Ranch Sewer Assessment District are in the process of being reviewed by EMWD and have not yet been approved.

It is recommended that the portion of the project within planning areas 35, 37, 38, 39 and 40 which lie south of existing McLaughlin Road extended easterly from Briggs Road, apply for acceptance into the "Menifee Ranch Sewer District". This will add an additional 499



dwelling units with an average sewerage flow of 149,700 gallons per day and a peak flow of 354,789 gallons per day. As the southern portions of the project generally are lower in elevation than the proposed system, a pumping station and forcemain will need to be installed near Briggs and Matthews Roads to lift the sewage from this area up to a gravity sewer system, which is proposed on an extension of Rouse Road.

The project lies within the service area of the Perris Valley Reclamation Facility (Romoland Plant) for sewage treatment. This facility is currently at maximum capacity, therefore, insufficient capacity exists for the Menifee North Specific Plan. In order to provide for future treatment plant capacity project developers are working with the Eastern Municipal Water District and have provided an excess of 3 million dollars to fund the design and ultimately the construction of a new Romoland Treatment Plant. The new plant is proposed to increase the existing plant capacity by 18 MGD.

As of April 1990, EMWD began collecting a maximum of approximately \$3,500 per unit from developers in the area for construction of the plant.

#### Reclaimed Water

It is anticipated that EMWD will require the project to construct a system of "dry" reclaimed water lines on-site so the project can ultimately utilize reclaimed water for specific irrigation upon completion of the necessary facility construction bringing reclaimed water near the site.

The nearest existing source of reclaimed water to the subject project is the Eastern Municipal Water District's Perris Valley Regional Water Reclamation Facility (PVRWRF), located west of the Interstate 215 Freeway in the community of Romoland. The District is currently constructing reclaimed water system facilities which include Winchester area holding ponds located at the intersection of Simpson and Leon Roads (approximately one-half to one mile southeast of the subject project), a transmission pipeline aligned generally along Winchester and Leon Roads extending from the District's Temecula Valley Regional Water Reclamation Facility (TVRWRF) (located in the City of Temecula) to the Winchester area holding ponds, and pumping facilities located along the transmission pipeline. Construction of these facilities is expected to be complete in 1993.

The design and construction of off-site and on-site reclaimed water system improvements will be necessary in order to accomplish the delivery of reclaimed water to the subject project. The developer of the subject project must submit information which describes estimates of subject project reclaimed water demand, and landscape/irrigation conceptual plans to the District for evaluation. At the time of the District's evaluation, a determination will be made regarding District requirements for reclaimed water use and system improvements by the subject project. The District's facilities Master Plan indicates that off-site pipelines would be aligned along Simpson Road west of Leon Road, and logically along Briggs Road and/or Menifee Road north of Simpson Road to the subject



project. Also, a pipeline may be aligned along the AT&SF railroad extending from the PVRWRF, through the subject project, to Menifee Road.

### **General Plan Relationship**

The Public Facilities and Services Element of the Comprehensive General Plan set forth the following Land Use Standards relative to water and sewer:

1. Category II Developments - must be located within special districts authorized to provide water and sewer service. A Category II development must use a district water system and district sewer system. The development proponent must show that adequate water and sewer facilities, water resources availability and sewer treatment plant capacity will exist to meet the demands of the development. Commitments for adequate and available water and sewer service must be confirmed by the special districts.
2. Water Use for Landscaping - Irrigation systems shall be properly designed, installed, operated and maintained to prevent the waste of water. Vegetation which uses less water will be encouraged for landscaping purposes.

The Menifee North Specific Plan proposes Category II urban land uses and, as such, must be located within special districts authorized to provide water and sewer service. In accordance with this requirement, the project is located within the Eastern Municipal Water District for water and sewer service.

In accordance with Land Use Standards for water use relative to landscaping, irrigation systems shall be properly designed, installed, operated and maintained to prevent the waste of water. Vegetation which uses less water will be utilized for landscaping purposes.

#### **c. Mitigation Measures**

1. The payment of fees to EMWD will prevent any negative financial impacts to the District. EMWD will collect a maximum of \$3,500 per unit from developers in the area for construction of the Romoland Treatment Plant Expansion. All lines will be designed per EMWD requirements.
2. The infrastructural system will be installed to the requirements of the County's Engineering Department.

In addition, the following State laws require water efficient plumbing fixtures in structures to minimize water use:

- Health and Safety Code Section 17921.3 requires low-flush toilets and urinals in virtually all buildings.

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

Additionally, water and sewer demands shall be further mitigated through implementation of Water and Sewer Plan Development Standards. (See Section III.A.4.b)



### **3. FIRE SERVICES**

#### **a. Existing Conditions**

The Riverside County Fire Department, in cooperation with the California Department of Forestry and Fire Protection provide fire protection services to the project area and all of Riverside County, according to response time, travel distance and staffing/workload levels established in the Riverside County Fire Protection and Emergency Plan. The proposed project is within an acceptable response distance/travel time from a planned fire station.

The station serving the project is located on-site at 25730 Sultanas Road within Planning Area 41. This station is staffed with two full time (24 hours a day) fire fighters augmented by a volunteer company, and equipped with a standard 1000 GPM pumper. Additionally, a complete fire station complex located north of Newport Road and west of Lindenberg Road is proposed for construction and will be staffed with two 24-hour firefighters augmented by a volunteer company. The station will also be equipped with one 1000 GPM pumper and one 125 ft. ladder truck.

The County Fire Department responds to medical aid calls for emergency first aid and rescue. Ambulance transportation and paramedic support is provided by a private ambulance company.

#### **b. Project Impacts/General Plan Relationship**

Project development includes construction of 2,654 residential units, 166.3-acres of Commercial use, 70.1-acres of combined Commercial/Business Park use, 165.4-acres of Business Park use, 197.5-acres of Industrial use, 16.7-acres of School sites and 142.3-acres of Parks and Open Space which will increase the demand for fire protection and emergency services. The Riverside County Comprehensive General Plan requires Category I, II and V projects to have a fire response time of five minutes or less (fire station within 3 miles of the site).

According to Michael E. Gray, Deputy Fire Marshal, adequate fire protection can be provided to the project by the existing fire station. The fire complex proposed north of Newport Road may act as a back-up station once it is constructed.

The project does not lie within the Hazardous Fire Area, and has a current ISO rating of "9" based on undeveloped land. Once development occurs (streets and domestic water), the rating will be reduced to the fire department rate of "6". The County of Riverside requirement for commercial fire flows are 1,750 gpm at 20 psi residual pressure and residential flows are 500 gpm at 20 psi residual pressure. A proposed off-site water storage tank with a 5 million gallon capacity will be constructed to meet these requirements.



### General Plan Relationship

The following Land Use Standards - Fire Services of the Public Facilities and Service Element of the Comprehensive General Plan are applicable to the Menifee North Specific Plan proposal:

1. Fire Protection - All new developments must have an adequate level of fire protection. Applicable development standards as well as any additional fire protection and preventing measures deemed necessary by the County shall be implemented. In accordance with County standards, an adequate level of fire protection will be provided from the new station to be built on-site.
2. Service Commitments - Concurrent with the submittal of Category I, II or V project applications, fire protection service commitments, including fiscal commitments, will be evaluated in order to confirm that fire protection services will be adequate for the project. As the Menifee North Specific Plan proposes a Category II project, it will be subject to evaluation for adequacy of fire protection services.
- 3) Fire Facilities Improvements - As determined by the County Fire Department, Category I, II and V projects may be required to contribute to the improvement of fire protection services. Menifee North will be required to participate in the fire protection impact mitigation program (See "Mitigation Measures").
- 4) Fire Response Times - Category I and V projects shall have a fire response time by emergency fire equipment of no greater than five minutes. Category II projects shall also have a five minute response time, or shall provide adequate mitigation measures as determined by the County Fire Department.

In accordance with Land Use Standards for fire services, adequate fire protection will be provided by the existing fire station (Planning Area 41) with the proposed fire complex north of Newport Road acting as a back-up station.

#### c. Mitigation Measures

1. The Menifee North project will be required to participate in an existing Fire Protection Impact Mitigation Program (\$400.00 per dwelling unit and \$.25 per square foot for commercial/industrial) that provides funds for the purchase of equipment, remodel or construction of fire stations.



#### **4. SHERIFF SERVICES**

##### **a. Existing Conditions**

Police protection in the project area is provided by the Riverside County Sheriff Department. The department currently serves an area of 305.2 square miles with a staff totaling 831 sworn officers, 587 patrol officers, 160 patrol cars, and 8 police stations.

The station serving the site is located approximately 11 miles away at 117 S. Langstaff, in the city of Lake Elsinore. This station is currently operating with a total of 65 sworn officers. The current population estimate for this jurisdiction is approximately 180,000 persons.

According to the Riverside County Sheriff Department, to maintain adequate protection the desirable officer/resident ratio is 1.5 sworn officers per 1,000 population. The Riverside County Sheriff's Department currently utilizes a .89 ratio.

Response time to the project area is approximately 10 minutes. However, this response time may vary, since many factors influence emergency and non-emergency response times, including exigency and priority of the call, therefore, any use of averages can be misleading.

The department uses current population and development information to calculate future population projections with law enforcement needs so that the Department remains current with County growth. Future personnel and equipment needs are met through fund allocation by the County Board of Supervisors in its yearly budget.

Traffic control and enforcement for the project area is provided by the California Highway Patrol.

##### **b. Project Impacts/General Plan Relationship**

The Menifee North Specific Plan proposes 2,654 dwelling units and a combined total of 599.3 acres of commercial, business park, and industrial use. The increase in population will bring with it, criminal activity such as burglaries, thefts, assaults, vandalism, etc. As the population and use of an area increases, additional financing of equipment and manpower needs are required to meet the increased demand. Based upon the Riverside County Sheriff Department generation factor of 4.0 persons per dwelling unit, the proposed project could generate an increased population of approximately 10,616 persons. Utilizing the 1.5 officer per 1,000 population ratio 15.9 officers will be required to provide adequate protection to the Menifee North Specific Plan.

##### **General Plan Relationship**

The following Land Use Standard - Sheriff Service of the Public Facilities and Services

Element is applicable to the project site:

1. Police Protection and Facilities Adequacy - The design of Category II projects will be reviewed for adequate safeguards for crime prevention.

In accordance with the Land Use Standards for Sheriff Services, crime prevention policies designated by the Sheriff's Department for the proposed Category II land uses will be followed.

**c. Mitigation Measures**

1. The applicant will cooperate with the Sheriff's Department to assure proper protection, facilities and personnel are available.
2. For the security and safety of future residents, the applicant or developer shall incorporate the following design concepts within each planning area in accordance with the Land Use Development Standards:
  - a. Circulation for pedestrians, vehicles and police patrols.
  - b. Lighting of streets, walkways and bikeways.
  - c. Visibility of doors and windows from the street and between buildings.
  - d. The house number identification system shall be visible and readily apparent to emergency response agencies.
  - e. Fencing heights and materials.



## 5. SCHOOLS

### a. Existing Conditions

The proposed project lies within the Romoland School District, for grades K-6, located at 25890 Antelope Road. Currently, permanent housing facilities are provided for 420 students. An additional 345 students are utilizing relocatable classrooms. Recently, State funding has been approved for the construction of a second Romoland School District school which will be located at the corner of Briggs and Watson Roads. Six classrooms are funded for permanent construction with planning under way to submit applications to the State for a second increment to the school. The second increment would complete permanent facilities in this location. The plan for the proposed project shows Romoland's second school to be within the project area, however, the District has indicated that this facility was not designed to house students generated from the proposed project, and therefore, will require additional school sites within the proposed Specific Plan.

The Perris Union High School District provides educational facilities for grades 7-12. The following calculations regarding school capacity is based upon 100% utilization of space all day long. Generally, the District utilizes 90-92% due to the complexity of course offerings.

#### 1990 - 1991

<u>School</u>	<u>Grade</u>	<u>Capacity</u>	<u>Permanent Portables</u>	<u>Total</u>	<u>Enrollment</u>
Perris High	9-12	1719	1250	2969	2813
Perris Valley Middle	7-8	928	0	928	744
Pinacate Middle	7-8	694	335	1029	869
Perris Lake Continuation	9-12	210	0	210	217
Independent Study	7-12	<u>125</u>	<u>0</u>	<u>125</u>	<u>83</u>
Totals		3676	1585	5261	4726

#### 1991 - 1992

<u>School</u>	<u>Grade</u>	<u>Capacity</u>	<u>Permanent Portables</u>	<u>Total</u>	<u>Enrollment</u>
Perris High	10-12	1719	203	1922	1357
Perris Valley Middle	9	928	0	928	771
Pinacate Middle	7-8	694	335	1029	942
Perris Lake Continuation	9-12	210	0	210	130
Independent Study	7-12	<u>125</u>	<u>0</u>	<u>125</u>	<u>55</u>
Totals		3676	538	4214	3255

It should be noted that for the 1991-92 school year the Perris Union High School District will be losing approximately 38% of its students to one of their feeder elementary districts (Val Verde) which will become unified (grades K-12) July 1, 1991. This will result in permanent classroom shortages at Pinacate Middle School. However, the shortage will be alleviated by retaining the twelve relocatable classrooms currently utilized by the school.

The Perris Union High School District has indicated that within several years the District will once again be overcrowded and will have to re-evaluate temporary as well as permanent solutions to the growth problem.

As stated previously, the proposed project also lies within the Romoland School District. In addition to the need of two high schools in the Menifee area in time, it is likely that a high school will be needed for the area covered by the Romoland District. The proposed project along with the proposed Menifee Ranch Specific Plan together generate at least 90% of the need for an 1800-student high school.

**b. Project Impacts/General Plan Relationship**

The Menifee North Specific Plan proposes 2,654 dwelling units which could generate a population of 7,962. The increase in population will increase the demand on educational facilities and services. Menifee North will generate approximately 2,893 students as shown in Table XXI, Estimated Student Generation, which will require accommodation.

TABLE XXI  
ESTIMATED STUDENT GENERATION

<u>School District</u>	<u>Grade Level</u>	<u>D.U.'s</u>	<u>Generation Factor</u>	<u>Students Generated</u>
Romoland	K-6	2,654	.75	1,991
Perris Union High	7-8	2,654	.12	318
Perris Union High	9-12	2,654	.22	<u>584</u>
TOTALS				2,893

As shown in Figure III-1, Specific Land Use Plan, the Menifee North Specific Plan proposes one 8.7-acre elementary school (Planning Area 21) located along Briggs Road north of Street A, one 8.0 elementary school (Planning Area 39) located at the corner of



Emperor Road and Street C, and a 10.0 acre elementary school (Planning Area 48) located south of Watson Road. All three schools are immediately adjacent to proposed park areas. At present time, the high school students ultimately generated from this project will attend Perris Union High School approximately 8 miles northwest of the project site.

Community Facilities District (CFD) 91-1 has been formed with and which covers the entire Romoland School District. The CFD Report (included within Appendix J to the Draft EIR) specifies the proposed facilities, cost estimates, rates and methods of apportionment of special taxes by tax rate area, maximum special tax rates, and general terms and conditions for the sale of bonds. The project applicant has agreed to comply with the terms of the Resolution of Formation of the CFD.

### **General Plan Relationship**

The Comprehensive General Plan Use Standards regarding schools are as follows:

1. **Impacted Schools** - Projects in school districts which are already impacted or are over capacity must make arrangements with the school districts to mitigate additional effects of the project. These arrangements may include site dedication or development agreements.
2. **School Facilities Improvements** - As determined by the school districts, large developments and self-contained planned communities which will generate sufficient students to warrant a new school shall arrange with the school district to provide adequate school facilities in accordance with the needs of the community.

The Specific Plan is being planned in conformance with Land Use Standards, in that the applicant is working with the Romoland and Perris Union High School Districts to mitigate the student impact from the development. As previously mentioned, the project proposes 26.7 acres of designated school sites to serve the Romoland and Perris Union High School Districts.

#### **c. Mitigation Measures**

1. The project applicant shall enter into a binding agreement with both involved school districts to insure the provision of adequate facilities at the time of project occupancy.
2. The applicant shall be required to pay school impact mitigation fees or fund school site acquisition and/or facility construction with proceeds from the Mello-Roos Community Facilities District. Community Facilities District (CFD) 91-1 has been formed which covers the entire Romoland School District. The CFD Report specifies the amounts of school fees to be paid, provides methods of tax apportionment and establishes the maximum amount of bonds to be sold. The project applicants has agreed to comply with the terms of the Resolution of Formation of the CFD.

3. All school sites shall meet the requirements of the District(s) in terms of size, location, access, and absence from environmental constraints. Initial determination of school siting and other District criteria for locations within the Menifee North Specific Plan shall occur prior to the recordation of Tentative Map approval for each phase filed.
4. School sites shall be delivered to the District(s) in at least a rough graded condition with utilities stubbed to each site, any site improvements made by the developer shall be performed with financial recognition included in the site acquisition process.
5. As indicated in the Riverside County Comprehensive General Plan, the project lies within Groundshaking Zone II, therefore, a detailed site investigation shall be performed on the proposed school sites in order to determine geotechnical feasibility.



## **6. PARKS AND RECREATION**

### **a. Existing Conditions**

The project area is served by several regional recreational facilities offering a variety of activities. These include Lake Skinner, Lake Elsinore and Lake Perris. A Riverside County regional park is located at Lake Skinner, while the lake itself is a Metropolitan Water District facility. Lake Skinner, approximately 12 miles from the site is a 6,440 acre County park which offers camping, fishing, hiking, equestrian trails, picnicking, etc.

Lake Elsinore located 14 miles southwest of the project encompasses approximately 3,000 acres, including the lake itself and day use parks. This lake offers several water sport activities such as skiing, swimming, boating and fishing. The State issues Day Use Tickets of \$4.00 per vehicle with 2 people in the vehicle, more than 2 people is an additional \$.50 per person. Use of the lake is not totally regulated by the State due to the private property which adjoins the lake.

Located 9 miles to the north of the project is the Lake Perris State Recreation Area (SRA) totaling 8,200 acres. This SRA also provides a variety of water sport activities along with bicycling, horseback riding, rock climbing and overnight camping. The lake has a water surface area of 2,318 acres with nine acres of shoreline. Perris Dam, located at the west end of the lake, is 128 feet high and 2.2 miles long.

Additionally, the Cleveland National Forest, encompassing the Santa Ana Mountains, lies to the west of the project site, and a portion of the San Bernardino National forest is located to the east. These areas provide equestrian, camping and hiking activities. Local recreational facilities include community parks in the City of Perris and recreational amenities on local school campuses.

### **b. Project Impacts/General Plan Relationship**

Development of the Menifee North Specific Plan will increase County population by approximately 6,874 people (2.59 persons per dwelling unit) in turn increasing the demand for park and recreational facilities. In order to compensate for this increased demand on park and recreational facilities the Menifee North Specific Plan proposes the following:

Neighborhood Parks - Four neighborhood parks are proposed within Planning Areas 10, 20, 38 and 42 ranging in size from 3.2 to 15.6 acres, totaling 30.3 acres. Each park will be landscaped to include such uses as picnic areas, tot lots, bathroom and parking facilities. Additionally, each park will include two or more of the following: exercise course, playfield, basketball (half court), sand volleyball court, soccer field, baseball field and barbecue area or shade arbor.



Three of the proposed parks (Planning Areas 20, 38 and 42) are situated adjacent to elementary school sites. Associated with and located on school grounds are recreational equipment and fields utilized by school children and the entire community. Typical recreational equipment and sports fields which may be provided by the School District will include: playground equipment, basketball, tennis and volleyball courts, and softball, soccer and football fields. While the Romoland School District owns and operates the school sites, the park sites will be owned and maintained by a master homeowner's association or C.S.A.

Natural Open Space - The project proposes 112-acres of undisturbed open space located in the southeastern portion (Planning Area 36) of the site. This area consists of slopes of 25% or greater and may allow for some passive recreational activities, depending on the nature of the vegetation and terrain. If any maintenance occurs, it will be the responsibility of the master homeowner's association.

Regional Hiking/Riding Trail - A ten foot wide regional hiking/riding trail is proposed along portions of Briggs, McLaughlin, Emperor Roads and Street "C". This combination trail is intended to provide additional recreational opportunities for on-site residents as well as surrounding community members.

The County has adopted provisions within Ordinance No. 460 implementing the Quimby Act. The Quimby Act establishes procedures that can be utilized by local jurisdictions to provide neighborhood and community parks and recreational facilities and services for new residential subdivisions. The fees and/or land dedications or improvements thereof, can only be used to provide neighborhood and community parks that serve the new residential subdivisions. Park dedications will be based upon the ratio of three acres of park land for each 1,000 persons.

The 2,654 residential units proposed by the Menifee North Specific Plan will generate an estimated population of 6,874 persons, based on the County's factor of 2.59 persons per dwelling unit. In order to meet Quimby Act standards of three acres of park for each 1,000 persons, 20.6 acres of neighborhood and community parks would be required. It is anticipated that the 30.3 acres of actual developed parkland will satisfy Quimby Act standards as well as satisfying the Valley-wide Recreation and Park District which also utilizes the 3-acre per 1,000 population standard.

Additionally, there will be some impact on both Lake Elsinore and Lake Perris State Recreational Areas. Due to the close proximity of the SRA's, residents will undoubtedly visit the lakes for recreational purposes. Because of the rapid growth in the region, overcrowding has become a concern along with the requirement of more frequent maintenance. These impacts cannot be fully mitigated by park and recreation development within the Menifee North Specific Plan as the recreation opportunities at SRA's differs from those commonly provided by neighborhood parks.



## General Plan Relationship

The Park and Recreation - Land Use Standards of the Public Facilities and Services Element of the Comprehensive General Plan contains one standard applicable to this project:

1. Recreation Opportunities - Recreation opportunities for residents and visitors shall be developed and maintained throughout Riverside County.
2. Parks and Recreation/Open Space Conservation Uses - County, State and National parks, forests and monuments which are shown on the Open Space and Conservation Map are limited to the following permitted land uses: open space, recreation, and limited resource development as allowed by park authorities. Regional Trails which are shown on the Open Space and Conservation Map are limited to the following permitted land uses: riding and hiking trails, trail heads; open space; flood control right-of-way; utility rights-of-way and road rights-of-way where no alternative trail alignments are possible.
3. Recreation Facilities - Residential Category I and II projects will be reviewed for adequate recreation facilities. Mitigation measures may be required to ensure adequate future recreational opportunities.
4. Equestrian Trails - Category III, IV and V projects shall be reviewed to determine whether it is appropriate to link them to regional or community trails.
5. Park Design - Park facilities shall be designed to be more accessible to the handicapped, i.e. handicapped parking spaces, ramped curbing and specially designed rest facilities, etc.
6. Siting - Neighborhood and Community Parks - The responsibility for detailed planning programming for neighborhood and community parks belongs to those public agencies, such as local park districts and County Service Areas (CSA's) which provide neighborhood and community park facilities and services. These public agencies will be responsible for review and adoption by the Board of Supervisors.

Upon adoption by resolution by the Board of Supervisors of the community park and recreation plan, as submitted by the public agency, those policies and standards for development of neighborhood and community parks contained within the adopted community park and recreation plan will become the adopted policies and standards of the County for neighborhood and community parks development within the planned area.

Local parks shall provide recreation uses in proximity to the homes of County residents in contrast to regional facilities which serve the entire County.

Where possible, neighborhood parks shall generally serve a population of 2,000 to 5,000 or approximately the same population and area served by an elementary school. However,



where not economically feasible, larger populations may be served. Neighborhood park may consist of any of the following types of recreation: Open areas for passive recreation and relaxation, active sports areas for field games such as baseball and football and court games such as basketball and volleyball, or provide for a neighborhood center for neighborhood groups such as Boy Scouts, senior citizen groups, craft classes, etc. Optimally, the service radius for a neighborhood park should be between 1/4 to 3/8 of a mile, but may be extended where park facilities can be located to take advantage of better natural setting and public access characteristics within this neighborhood.

7. Design - Neighborhood and Community Parks - All parks should be situated and designed to the extent feasible so as to minimize vandalism, maximize access by law and emergency vehicles, and allow for an effective survey by law enforcement patrol officers.

All parks and open space should be designed so as to complement the special character of a community or neighborhood. Individual design themes for each park or recreation area should be encouraged. However, local parks should complement other existing and planned park and recreation facilities in the vicinity.

Play areas should be surrounded by various barriers to protect its occupants from nearby hazards, such as street traffic, bodies of water, as well as protecting adjacent land uses from park activities. Such barriers might be composed of fences, berms, tree rows, or open space.

In accordance with the Riverside County Comprehensive General Plan the proposed parks and open space will be situated and designed to County park standards. As discussed therein, Siting, neighborhood parks may consist of open areas for passive recreational and relaxation, active sports areas for field games, etc. Therefore, it is anticipated that in addition to the 30.3 acres of Neighborhood Parks proposed, the acreage devoted to the natural open space regional hiking/riding trail can be used to satisfy County park requirements. All open space and park area will be the responsibility of a Master Homeowner's Association, Valley-wide Recreation and Park District, Community Facilities District or a County Service Area (CSA).

In addition, according to the Comprehensive General Plan, the County supports development of neighborhood parks throughout the County, particularly adjacent to or in combination with school sites. As previously discussed, the Meniffee North Specific Plan proposes 4 parks ranging in size from 3.2 to 15.6 acres. Two of these parks are situated adjacent to proposed school sites.

As the Meniffee North Specific Plan proposes Category II Land Uses, the project will be reviewed for adequate recreation facilities.



**c. Mitigation Measures**

As discussed under "Project Impacts" the project proposes an extensive recreational program. It is anticipated that these facilities will adequately mitigate impacts associated with the increased recreational demand generated by the future residents of Menifee North.

1. The project applicant shall satisfy the Quimby Act and the Valley-Wide Recreation and Park District park requirements which include land dedication and/or the payment of in-lieu fees.

2. A Master Homeowner's Association, County Service Area, or the Valley-wide Recreation and Park District will maintain the Neighborhood and Community Parks, Open Space and the Drainage Channel.

## **7. UTILITIES**

### **a. Existing Conditions**

The proposed project is within the service boundaries of Southern California Gas Company (SCG), Southern California Edison (SCE), and the General Telephone Company (GTE).

SCG has a 4" HP main and a 6" HP main on Highway 74, a 4" main on Briggs Road north of Highway 74, a 3" main in Watson and a 3" main on Menifee. Distribution lines could be extended from these mains to serve the proposed project without significant impact.

SCE has numerous pole lines existing on several of the roads traversing the project ranging in size from 12,000 to 115,000 volts. Additionally, SCE has three utility easements on-site located in Planning Areas 2, 3, 13 and 17.

The General Telephone Company has existing buried cables in Highway 74, Briggs Road and Menifee Road. Service to the project area is fed from Highway 74 by the Perris Exchange.

### **b. Project Impacts/General Plan Relationship**

Project implementation will result in an increased demand for natural gas and electricity. The primary use of natural gas by the Menifee North Specific Plan will be for combustion to produce space heating, water heating and other miscellaneous heating or air conditioning. Based upon an average monthly consumption of 6,665 cubic feet of natural gas per month per single-family dwelling unit, the 2,654 residential units will require approximately 17,688,910 cubic feet of natural gas per month plus 2.9 cubic feet per square foot per month for the 2,535,410 square feet of commercial use, 2.0 cubic feet per square foot per month for the 3,590,433 square feet of the combined commercial/business park and business park use, and 3,011,085 square feet of industrial space (these square footage totals are based upon an assumed floor to area ratio of 35% coverage. This lot coverage ratio has been selected in order to provide an assessment of maximum probable ("worst-case") impacts), for a total of 38,244,635 cubic feet per month. Based upon an average annual per dwelling unit consumption of 6,081 kilowatt hours (kwh) of electricity, and 8.8 kwh per square foot per year for commercial, business, and industrial space use, total electrical usage for the proposed project would be approximately 96,543,940 kwh per year.

The Southern California Gas Company and the Southern California Edison Company will provide their respective services to Menifee North in accordance with policies and rules for extension of service on file with the California Public Utilities Commission. Provided that there are no unexpected outages to major sources of electrical supply and the demand for electrical generating capacity exceeds the Southern California Edison



Company's estimates, it is anticipated that electrical requirements will be met over the next several years.

### **General Plan Relationship**

The Utility Land Use Standards of the Comprehensive General Plan do not apply to this Specific Plan.

#### **c. Mitigation Measures**

The Southern California Gas Company and Southern California Edison Company encourages all customers to learn and utilize programs designed to conserve energy. These companies can provide respective assistance in selection of effective energy conservation techniques, as well as assistance in infrastructure construction. The use of solar energy and waste heat recovery should be encouraged, wherever feasible. In addition, the following specific mitigations are recommended:

1. Development plans will be provided to Southern California Edison, the Southern California Gas Company and General Telephone Company as they become available in order to facilitate engineering, design and construction of improvements necessary to provide services to the project site.
2. The applicant will comply with guidelines provided by the Southern California Gas Company in regard to easement restriction, construction guidelines, protection of pipeline easement and potential amendments to right-of-way in the areas of any existing Gas Company easements.
3. Building energy conservation will be largely achieved by compliance with Title 24 of the Energy Conservation Code. Title 24, California Administrative Code Section 2-5307(b) is the California Energy Conservation Standard for New Buildings which prohibits the installation of fixtures unless the manufacturer has certified to the CEC compliance with the flow rate standards. Title 24, California Administrative Code Sections 2-5452(i) and (j) address pipe insulation requirements which can reduce water used before hot water reaches equipment or fixtures. Title 20, California Administrative Code Sections 1604(f) and 1601(b) are Appliance Efficiency Standards that set the maximum flow rates of all plumbing fixtures and prohibit the sale of non-conforming fixtures.



## **8. SOLID WASTE**

### **a. Existing Conditions**

The project site is within the service area of the Double Butte Disposal Site located at 31730 Grand Avenue, southwst of the intersection of Highway 79 (Winchester Road) and Highway 74. The 580-acre Double Butte site is owned and operated by the Riverside County Waste Management Department. The site was opened in 1973 and serves a regional area of 385 square miles. This facility is currently averaging delivery of 530 tons of refuse per day and has a remaining capacity of 750,000 tons, or 1,500,000 cubic yards. According to the County of Riverside Waste Management Department, this landfill has capacity to serve the regional area until the first quarter of 1993. At present time, an Environmental Impact Report (EIR) is being completed for a replacement facility for the Double Butte site. This new facility would consist of a transfer station/materials recovery facility (with a possible composting option) which would effectively service the existing Double Butte Landfill service area upon completion. Five different sites are currently being evaluated for this proposed facility.

According to the 1989 Tri-annual Revision of the Riverside County Solid Waste Management Plan, the projected waste generation rate for this landfill service area is 9.7 pounds per capita per day. The daily pounds per capita includes all residential, commercial, agricultural, and industrial wastes.

In addition, the recently passed legislation, the Integrated Waste Management Act of 1989 (A.B. 939, Statutes of 1989, Chapter 1095), which became law on January 1, 1990, requires all citites and counties to develop a waste stream source reduction and recycling plan by July 1, 1991. The Bill requires landfill waste streams to be reduced 25% by 1995 and 50% by the year 2000.

Collection service to the project site will be provided by one of the following agencies serving the area: Inland Disposal, Automated Disposal, Moreno Valley Disposal and Sunny Edge Disposal.

### **b. Project Impacts/General Plan Relationship**

Development of the proposed project will increase the amount of solid waste generated in the region, in turn placing increased demand upon services of waste haulers in the area. Utilizing the Solid Waste Management Districts generation rate of 9.7 pounds per capita with their dwelling unit occupancy factor of 2.59 persons per dwelling unit, the project could generate a population of 6,874 persons. This additional population could generate aproximately 66,678 pounds or 33.3 tons of refuse daily (including residential, commercial, agricultural and industrial wastes). Solid waste generated during the construction phase will add additional refuse.



The County Waste Management District believes that efforts made toward waste reduction and recycling will reduce the quantity of waste disposal and lower future annual percentage increases in daily per capita waste generation. The substantial benefits of recycling relate to the savings in energy and natural resources due to recycling. The energy and materials that go into producing new materials are substantially greater than that required for recycled materials.

The County Waste Management District recommends that the Meniffee North Specific Plan include methods to reduce the quantity of waste being landfilled, including proper site design for the storage of recyclables separated for pick-up. Implementation of a waste disposal strategy for the proposed project can assist Riverside County in achieving the mandated goals of the Integrated Waste Management Act by developing feasible waste programs that encourage source reduction, recycling and composting.

In order to aid Riverside County achieving the mandated goals of the Integrated Waste Management Act, it is anticipated that the project will work with future contract refuse haulers to implement recycling and waste reduction programs for residential, commercial, and industrial wastes. Further, it is anticipated that the project will work with its permitted refuse hauler to proceed with curbside collection of recyclable products on a common schedule set forth in the County Resolution No. 90-402.

#### **General Plan Relationship**

Two Land Use Standards from the Public Facilities and Services Element of the Comprehensive General Plan relative to solid waste are applicable to the Specific Plan.

1. Solid Waste Adequacy - Sufficient solid waste disposal capacity and life expectancy should exist or be planned within a reasonable distance of the project site to accommodate the needs of the development, consistent with the County of Riverside Solid Waste Management Plan.
2. Commercial/Industrial - All Community and Regional Commercial Centers along with Light, Medium, Heavy Industrial and Industrial Park developments shall have sufficient existing or planned solid waste collection services, capacity and life expectancy available for the development, consistent with the Solid Waste Adequacy and Land Use Standards for Commercial/Industrial use.

According to County Waste Management District staff, it is anticipated that sufficient solid waste disposal capacity is available at the Double Butte Landfill until August, 1993. Current investigation for a replacement facility which would include a transfer station/materials recovery facility would effectively service the existing Double Butte Landfill service area upon completion of construction. At present time five locations are being evaluated for the new facility.



### **c. Mitigation Measures**

The County Solid Waste Management Plan includes programs to reduce the quantities of waste being sent to landfills. These programs include source reduction, separation of recoverables, composting and high technology resource recovery. The County encourages the general public, schools and businesses to learn and utilize information regarding recycling and the use of recycled materials.

The implementation of these programs will reduce the increase in solid waste generation associated with new development, which in turn will extend the life of affected disposal sites.

The County is required to address the recently passed legislation, the Integrated Waste Management Act of 1989 (A.B., 939, Statutes of 1989, Chapter 1095) which became law on January 1, 1990, requiring all cities and counties to develop a waste stream source reduction and recycling plan by July 1, 1991. Assembly Bill 939 requires landfill waste streams to be reduced by 25% by 1995 and 50% by the year 2000. The County is encouraging large projects and other municipalities to implement methods for inclusion of separate and enlarged trash enclosures to store recycled materials (glass, newspaper, aluminum, etc.) particularly within multi-family and commercial projects. In addition, the following specific mitigations are recommended:

1. The project applicant shall work with the County Waste Management District and participate in efforts to achieve the mandated goals of the Integrated Waste Management Act. Additionally, the proposed permitted refuse hauler for the project site shall be advised of the efforts the developer will be pursuing relating to recycling and waste reduction (i.e. curbside recycling, buy back centers, etc.) in accordance with County Resolution No. 90-402.
2. The developer will consider the feasibility of installing trash compactors as a standard feature in new homes, as well as establishing collection points for recycling of solid waste. In addition, industrial and commercial businesses will be encouraged to utilize trash compactors.



**9. LIBRARIES**

**a. Existing Conditions**

Public Library facilities serving the proposed project are provided by the City and County of Riverside and are located at 28081 Bradley Road. Additional facilities are also located in the City of Perris at 424 South "D" Street.

**b. Project Impacts/General Plan Relationship**

Implementation of the Menifee North Specific Plan will increase the areas population and community desire for library services. Adequate library service will be guaranteed through the collection of taxes by the Riverside County Board of Supervisors. Currently in effect is a facility fee of \$100.00 per residential unit, payable at the time of building permit issuance.

**General Plan Relationship**

According to the Comprehensive General Plan - Public Facilities and Services, in order to provide adequate library facilities and services consistent with community needs, the County can assist in providing library facilities through the provision of developemnt and population information for long range library master plans developed by the City and County Library System.

**c. Mitigation Measures**

1. As previously stated, impacts to the library facilities will be mitigated through collection of taxes and the current facility fee of \$100.00 per residential unit.

## **10. HEALTH SERVICES**

### **a. Existing Conditions**

The Menifee Valley Medical Center is the primary emergency care facility serving the Sun City, Menifee, and Temecula area. The center is located at 28400 McCall Boulevard in Sun City. This facility is a full service, acute care hospital offering 72 medical/surgical beds, with 12 of these designated as special cardiac telemetry. Another 12 beds are located in the Intensive Care Unit (ICU) and Cardiac Care Units (CCU). The top floor is designed to allow for the adding of 30 additional beds as the need arises. Services include a 24-hour emergency room, radiology, laboratory, pharmacy, inpatient/outpatient surgery, respiratory services and rehabilitation. Medical office buildings will soon house a variety of physical specialist.

Other facilities in the area include the Christian Hospital Medical Center (36 beds) located at 2224 Ruby Drive in Perris, the Mission Valley Medical Center (62 beds) located in Lake Elsinore, the fully accredited Riverside Community Hospital and Riverside General Hospital University Medical Center as well as the Hemet Valley Hospital. Several private care facilities are also available in the City of Perris, Riverside and surrounding areas to meet the needs of project residents.

The project site lies within the service area of the Riverside County Fire Department Paramedics for emergency medical care.

### **b. Project Impacts/General Plan Relationship**

No adverse impacts are expected to occur from development of the Menifee North Specific Plan, although the construction of 2,654 dwelling units will increase the need for medical services and facilities. Project consistency with the General Plan is assured, since the presence of the medical community will increase commensurate with the increase in population associated with the proposed project.

#### **General Plan Relationship**

According to the Public Facilities and Services Element of the Comprehensive General Plan, the County shall coordinate with all health service agencies to ensure that adequate health facilities are available to meet the needs of the population.

### **c. Mitigation Measures**

1. As previously mentioned, no adverse impacts are expected from project construction. Health care service is a regional issue which generally responds to the current demand. Therefore, it is anticipated that adequate facilities will be available.



## **11. LIGHT AND GLARE**

### **a. Existing Conditions**

The property is currently vacant and emits an insignificant amount of light and glare. The proposed project lies within close proximity of the Palomar Observatory.

### **b. Project Impacts/General Plan Relationship**

The development of 2,654 residential units and 599.3 acres of commercial, business park, and industrial use will result in the installation of street lights as required by Riverside County. Entry monumentation and signage may also require illumination. These lighting requirements could potentially result in a condition known as "skyglow" which interferes with the use of the telescope at the observatory.

#### **General Plan Relationship**

The Comprehensive General Plan Mt. Palomar Observatory Street Lighting Policies state that all new lighting within the special lighting area will be low pressure sodium vapor (LPSV). The special lighting area is established as the area within a thirty mile radius of Mt. Palomar Observatory.

### **c. Mitigation Measures**

1. Because of the property's location with respect to Palomar Observatory, low-pressure sodium vapor lamps for street lighting will be utilized.
2. Other potentially lighted areas (i.e. entry monumentation, commercial, business, and industrial signage) shall orient and shield light to prevent direct upward illumination.
3. The project will be subject to County Ordinance No. 655 regulating light pollution.

## **12. AIRPORTS**

The project site is not affected by any "Airport-Influenced Areas" per the Comprehensive General Plan. Therefore, the subject of "Airports" is not addressed within this EIR.



### **13. DISASTER PREPAREDNESS**

#### **a. Existing Conditions**

The disaster preparedness supplement to the General Plan identifies the agencies with differing responsibilities and their role in assuring preparedness and recovery after a disaster has occurred. Section V.C.1., Seismic Safety, discusses the on-site conditions relative to a potential seismic event. Section V.C.2., Slopes and Erosion, discusses the on-site conditions relative to slope stability and Section V.C.4., Flooding, discusses on-site conditions relative to hydrological concerns.

#### **b. Project Impacts/General Plan Relationship**

The Comprehensive General Plan Land Use Standards for disaster preparedness state the Environmental Hazards and Resources Element must be consulted for Seismic Safety; Slopes and Erosion; Wind and Blowsand, and Flooding.

The impacts of the project relative to Seismic Safety, Slopes and Erosion, and Flooding are discussed in Sections V.C.1, V.C.2, and V.C.4 respectively.

#### **General Plan Relationship**

General Plan compatibility will be discussed by following the mitigations proposed in Sections V.C.1, Seismic Safety, V.C.2, Slopes and Erosion, and V.C.4., Flooding.

#### **c. Mitigation Measures**

1. Please see Section V.C.1, Seismic Safety, V.C.2., Slopes and Erosion and V.C.4., Flooding.

## **E. HOUSING ELEMENT**

### **1. GENERAL PLAN POLICIES**

This portion of the report provides a description of policies within the Housing Element of the County of Riverside Comprehensive General Plan (Riverside 1989, as amended) which are relevant to the Meniffee North Specific Plan. The General Plan includes a summary of the Housing Element which contains major implementation mechanisms. The Goals of the County Housing Element are:

- Conservation and improvement of Riverside County's existing housing stock;
- Preservation and enhancement of the County's urban and rural communities;
- Adequate affordable housing for residents of all income groups, including sufficient housing affordable to low and moderate income households;
- Sufficient, suitable residential sites and housing supply to meet future housing needs; and
- A selection of housing that is decent, safe, sound, in close proximity to jobs and daily activities and which varies by location, type, design and price.

Five topics are discussed in the Housing section of the General Plan:

- A) Conservation of Housing and Communities;
- B) Affordable Housing;
- C) Housing Opportunity;
- D) Provision of Housing Sites; and
- E) Housing Supply.

Four of the topics (A,B,D and E) are germane to the Meniffee North Specific Plan. These topics are discussed in this EIR in terms of policies and programs. Policy and program numbers are references to those items within the County General Plan.

#### **A) Conservation of Housing and Communities**

##### *Policies*

- 3. Encourage and facilitate housing and economic development and revitalization in County Communities.



## *Programs*

A.10 Community Conservation Through Development Review Process. Development projects are reviewed for contiguity with existing development to ensure the best and most efficient use of infrastructure and services and to attain a growth pattern which is orderly and enhances the quality of the area. Projects are also assessed by examining their compatibility with other countywide and community land use standards that promote community conservation.

## **B) Affordable Housing**

### *Policies*

7. Plan residential growth in an orderly manner to make the best and most efficient use of existing and future infrastructure.

### *Programs*

B.17 Density Provisions for Efficient Growth. The County will continue to promote orderly and efficient growth by providing for higher density development in infill situations and areas where services and infrastructure exist or will exist in the near future.

## **D) Provision of Housing Sites**

### *Policies*

1. Identify areas of the County with adequate infrastructure and limited environmental concerns that are most suited for housing, especially lower cost and higher density housing.
2. Establish a system to maintain an inventory of buildable lots with limited environmental constraints, current and planned infrastructure and appropriate zoning for the provision of sufficient housing sites.

### *Programs*

D.3. Inventory of Buildable Residential Sites in Specific Plan Areas. The County will continue to maintain an inventory of sites within adopted specific plans which are suitable for residential development as a component of the Housing Lands Inventory. Specific plans are large scale projects proposing a mixture of land uses and densities and

generally represent an initial commitment by the County and private developers to allocate certain lands for residential development.

## **E) Housing Supply**

### *Policies*

1. Plan and provide for a variety of housing that meets identified housing needs and satisfies the varied price, type, and location preferences of County residents.

### *Program*

E.1. Use of General Plan Standards to Facilitate Varied Housing. A good housing supply provides a variety of housing to meet the needs and desires of different income groups. The Comprehensive General Plan recognizes the need for a variety of housing types and mixes in the future housing supply. Through the provisions of the Land Use Element and Community Plans, development standards have been adopted which will facilitate the development of varied housing. The range, type and location of housing is dependent upon a number of factors which are encompassed through the General Plan policies, including density, environmental constraints, and public facility availability.

## **b. Applicable Housing Policies Within Other Elements**

- 1) Affordable Housing Incentives

The Menifee North Specific Plan designates land uses in the project area for Category II which consists of Urban uses. Category II does not require affordable housing units for low and moderate income households. Therefore, the proposed project will not offer affordable housing incentives.

## **2. SPECIFIC PLAN - PROJECT RELATIONSHIP TO GENERAL PLAN HOUSING**

### **a. Project Housing Inventory**

The Menifee North Specific Plan proposes development of a maximum of 2,654 residential dwelling units on the approximately 1,658.2 acre site. The multi-use development includes densities ranging from medium density (2.0 units per acre) to medium-high density (up to 8 units per acre). The project has been proposed in response to the market needs assessment of the area.



**b. Project Compatibility With Existing Inventory**

The proposed project provides a diversity of housing types to satisfy the needs of additional housing in Riverside County. Infrastructure to serve the site exists, or is proposed, in the area surrounding the site. The project provides housing in response to market conditions in the area, and will promote equal housing opportunities for all segments in the community. These policies are outlined in the Riverside County Comprehensive General Plan.

**c. Project Design Mitigation**

The proposed project includes a diversity of uses on the approximately 1,658.2 acre site. Parks, roadway greenbelts, and natural open spaces are interspersed with the residential and urban uses. A maximum of 2,654 residential units are proposed on the site, and land for schools, and industrial sites, commercial centers and business park uses are incorporated.

## **F. REGIONAL ELEMENT**

### **1. REGIONAL GROWTH (SCAG) FORECASTS**

This portion of the report provides an analysis of the population projections for the region, including projections by Riverside County Planning Department and the Southern California Association of Governments, and discusses the project's impacts upon those growth forecasts. It is organized into three sections: the first is an identification of the regional growth forecasts for the project site; the second is a description of the growth forecast in the Perris Valley Land Use Planning Area in which the project is located; and the third is a comparative analysis of the project's population with the population projected for the region.

#### **a. Identification of Regional Growth Forecasts for Project Site**

The Southern California Association of Governments (SCAG) recently adopted a Growth Management Plan (GMP) which recommended a growth management policy for Southern California to the year 2010. The GMP discusses policies designed to attain more beneficial growth patterns, presents a growth forecast incorporating a previously approved jobs/housing balance growth management policy, and proposes an implementation policy for the GMP.

The Menifee North Specific Plan is located within an area called "Central Riverside County" and designated as "urbanizing" in the GMP. Population within the central Riverside County area is projected to increase from 237,000 in 1988 to 581,400 by the year 2010.

#### **b. RSA/Land Use Planning Area Profile**

The project site is located within the Perris Valley Land Use Planning Area boundaries. Based on data provided in that document, the Perris Valley Land Use Planning Area is expected to grow to approximately 168,860 by the year 2000.

The Riverside County Planning Department recently prepared a report entitled "Population Projections by RSA and Census Tracts". In that report it is noted that: "Population increases in Riverside County have set unprecedented growth rates in recent years. Similar trends in population increase were established throughout Southern California. However, all indicators point to Riverside County to outpace surrounding counties."

The County also notes that "present trends indicate residential, commercial/industrial growth will continue to be strongest in the Lake Elsinore, Perris Valley, Moreno



Valley, and Rancho California Region". The Riverside County report presents four potential growth scenarios for Riverside County, including two growth models reflective of natural trends based on building permit activity, one model which is based on data from the State of California Department of Finance, and one model based on SCAG's growth projections. The County report notes that the latter model best typifies the direction which present population trends are heading, based on anticipated political and policy changes in which the emphasis in growth is placed on a jobs to housing balance.

The project site is located within the Regional Statistical Area (RSA) 47. Major communities located within RSA 47 include Moreno Valley, Perris, and Sun City. The County's growth projections for the area indicate that population within RSA 47 could increase from 89,979 in 1988 to up to 168,860 by the year 2000.

**c. Project Growth Forecast Comparative Analysis with Regional Growth Forecast**

Based on the data presented, the population within RSA 47 will increase by approximately 87 percent by the year 2000 under the County's projections.

The Menifee North Specific Plan proposes a total of 2,654 residential dwelling units on the project site. The project will generate a total of approximately 5,971 persons based on a rate of 2.25 persons per dwelling unit. This is approximately 3.5 percent of the 168,860 people expected under the scenario described above.

**2. APPLICABLE EMPLOYMENT/HOUSING BALANCE POLICIES**

The County of Riverside Comprehensive General Plan provides a program "to encourage and promote balanced development on a regional and countywide basis. ...The intent of these policies is to facilitate a mix of housing and employment opportunities to achieve job/housing balance." Specific items in the General Plan which endeavor to achieve a job balance in the area include policies to:

- Adopt relatively high employment growth forecasts for the subregion.
- Support commercial and industrial development within the subregion in SCAG's review of development proposals. Work with other governmental agencies (including federal agencies, the State of California, the South Coast Air Quality Management District and local governments) to incorporate this criterion in their project approval process.
- Work with local governments and the private sector to identify and implement local economic development strategies.

The Meniffee North Specific Plan proposes a variety of land uses including residential, school, commercial, business park industrial and open space/park/greenbelt uses. It is projected that on-site employment opportunities will equal the number of residents to be generated to the area as a result of project development.



## **G. ADMINISTRATIVE ELEMENT**

### **1. LAND USE POLICIES/SPECIFIC PLAN TIME FRAMES - PROJECT TIME FRAMES FOR DEVELOPMENT**

Riverside County requires that a phasing plan be adopted for each Specific Plan and that each plan be monitored for reasonable progress toward implementation. A phasing program is outlined in the Meniffee North Specific Plan in Section A.5. The applicants will work closely with the County to assure timely and logical completion of the project based on the phasing plan, subject to County approved modifications resulting from updated market and economic data.

### **2. FISCAL IMPACT SUMMARY**

A Fiscal Impact study for the Meniffee North Specific Plan was prepared by Natelson, Levander, Whitney, Inc. and is included in the Technical Appendices to this report. According to the fiscal impact study, the Meniffee North project will generate a financial surplus to the County of Riverside. The amount of excess revenue is dependent upon level of service assumed in the study.

Using existing levels of service, the study indicates that as a result of the proposed project:

- Annual operating costs to the County would be approximately \$3,199,100.
- Annual revenues to the County would be approximately \$11,736,400.
- Annual revenue in excess of costs, therefore, would be \$8,537,300.

Therefore, the project should generate a net positive cash flow situation to the County at buildout.

## **H. MANDATORY CEQA TOPICS**

### **1. CUMULATIVE IMPACT ANALYSIS**

The Menifee North Specific Plan is located within an area undergoing rapid urbanization as a result of demand pressures for affordable housing, as is occurring in most of Riverside County. A number of other major projects are pending in the project area. They are presented below in Table XXII, Other Development Proposed and Approved in the Area. Including the Menifee North Specific Plan, the major developments listed in Table XXII cumulatively propose approximately 32,500 dwelling units, generating an estimated population of 84,175 persons (assuming 2.59 persons per d.u.). In addition to the residential elements of these projects, the above listed projects include an estimated total of 850 acres of Town Center, Commercial, Business Park and/or Industrial use. In addition, the Menifee Village Specific Plan proposes a 100-acre College and two golf courses totalling 343 acres. The 2,654 units proposed by the Menifee North Specific Plan constitute 8.2% of the total dwelling units proposed and approved in the project area.

The "Proposed" projects listed in Table XXII are all being processed through the County of Riverside more or less concurrently. At the time of this writing, all six projects are undergoing "screencheck" review of the proposed Specific Plan/EIR documents. These six proposed Specific Plans encompass 4392.2 acres and propose a total of 12,381 dwelling units, along with 682.3 acres of Town Center, Commercial, Business Park and/or Industrial use. As none of these projects have been approved, the actual number of dwelling units and commercial acreage constructed may, in fact, be much less than what is proposed at this time. However, in order to provide a "worst-case" assessment, the current project proposals will be utilized in this Cumulative Impacts Assessment.



TABLE XXII  
OTHER DEVELOPMENT PROPOSED AND APPROVED IN THE AREA

<u>Approved Projects</u>	<u>Dwelling Units</u>	<u>Town Center/ Commercial/Business Park Acreage</u>
Meniffee Village Specific Plan 158	5,589	169.0
Audie Murphy Ranch Specific Plan 209	3,500	
Canyon Lake (Tuscany Hills)	2,000	
Cottonwood Canyon Specific Plan/Pardee	4,275	
Newport Estates Specific Plan 140	1,325	
Pueblo del Sol Specific Plan 194	1,154	
Tract No. 22390	242	
Domenigoni Valley/ Diamond Valley	2,000	
SUB TOTAL	20,085 d.u.	169.0

TABLE XXII (Continued)  
OTHER DEVELOPMENT PROPOSED AND APPROVED IN THE AREA

<u>Proposed Projects</u>	<u>Dwelling Units</u>	<u>Town Center/ Commercial/ Business Park Acreage</u>	<u>Site Acreage</u>
Meniffee East Specific Plan 247	1,467	17.0	400.0
Meniffee North Specific Plan 260	2,654	599.3	1658.2
Meniffee Estates Specific Plan 268	953	----	233.0
Meniffee Ranch Specific Plan 259	4,538	46.0	1291.0
Boulder Creek Specific Plan 279	2121	8.0	580
Winchester 222 Specific Plan	648	12.0	230
SUB TOTAL	<u>12,381</u>	<u>682.3</u>	4392.2
<b>TOTAL</b>	32,466 d.u.	851.3	

While the individual projects may contribute marginally to growth in the area, the collective projects will cumulatively create an overall change in the once rural and sparsely populated nature of the Sun City/Meniffee Valley and Romoland/Homeland region. The overall increase in units and related demands along neighborhood roads and for local services and utilities will cumulatively impact the area. In addition, the development of these projects in what was once a semi-rural/ agricultural but steadily developing area could result in conversion of adjoining lands to similar uses, particularly agricultural and open space uses remaining in the area. Therefore, ultimate urbanization of the project vicinity could potentially, indirectly influence expansion throughout the area. The proposed projects are all within the boundaries of the Highway 74/79 Corridor Community Plan and/or the Sun City/Meniffee Valley Community Plan being prepared by the County. The Highway 74/79 Corridor Community Plan has, however, recently been put "on hold" by the County.

Impacts associated with cumulative development in the area are discussed below:

**a. Seismic Safety, Slopes and Erosion**

Impacts resulting from grading for construction of development projects in the area will alter the natural topography of the region. Cut and fill operations will be necessary in



areas designated for development of lots and pads. This may, in some cases, require extensive cut and fill operation which will impact landforms. Because of the presence of regional faults, the potential exists for impacts as a result of a seismic episode.

The four "Meniffee" projects (North, Ranch, East and Estates) propose a total of approximately 13,310,200 cubic yards of earthwork in the area. However, the proposed Specific Plans are located on relatively flat terrain, resulting in limited impacts to hillside areas.

#### **b. Flooding and Water Quality**

Drainage patterns and the quality, velocity and composition of runoff will be altered by large scale grading of areas planned for construction, as well as the creation of impervious surfaces (such as roadways, driveways, parking lots, etc.) Runoff will increase flows in the Salt Creek and ultimately the San Jacinto River, potentially impacting downstream capacity. Runoff entering Salt Creek and the San Jacinto River will contain minor amounts of pollutants typical of urban use, thereby impacting the downstream water quality in the area, including the Lake Elsinore State Recreation Area. Siltation resulting from exposed ground surfaces from grading also may affect downstream water quality. Infiltration of water used for irrigation of landscaped areas throughout the vicinity may affect the abundance and distribution of groundwater. It is anticipated that storm drain systems will be constructed in accordance with the County's Master Drainage Plan in order to mitigate impacts on local drainage patterns. The Meniffee North Specific Plan and the Meniffee Ranch Specific Plans are within the boundaries of the Homeland/Romoland Area Drainage Plan and will be subject to drainage fees established by the Riverside County Flood Control and Water Conservation District. Water quality impacts related to sedimentation can be controlled through the use of erosion control devices during grading. Long term water quality impacts related to urban pollutants could best be mitigated through ordinances or regulations, rather than on a project-by-project basis.

#### **c. Noise**

Noise during construction activities will impact noise conditions in the region on a short-term basis. It is expected that any cumulative construction noise impact would be mitigated, as the proposed projects are physically separate for the most part, and construction hours can be limited. The major cumulative noise impact in the area would result from the increased traffic volumes in the vicinity, creating noise levels greater than 65 CNEL along major roadways in the area. The Noise Assessment for Meniffee North considers noise impacts for the cumulative condition, identifying significant noise level increases (greater than 3 dBA) along State Route 74, I-215, Meniffee Road, Encanto Drive, Antelope Road, Mapes Road, Watson Road, Briggs Road, Lindemberger Road, McCall Boulevard, Simpson Road and Newport Road. The substantial increase over existing noise levels in the vicinity is due to the relatively low amount of traffic currently in the area. Residential areas that will be impacted by the 65 CNEL contour associated with cumulative project traffic volumes are primarily along Route 74, at the road segments



west of I-215 and from I-215 to Briggs Road. (See Section V.C.5, Noise.) All proposed future development in the area will be required to achieve interior noise levels of 45 db CNEL and outdoor noise levels less than 65 CNEL. The usual form of mitigation is through the construction of sound walls and sound insulation for the buildings.

#### **d. Climate and Air Quality**

Construction of numerous additional projects will cumulatively impact air quality in the vicinity. Air quality will be temporarily degraded during construction activities which occur separately or simultaneously. However, the greatest cumulative impact on the quality of the regional air cell will be in incremental additional pollutants from increased traffic in the area and increased consumption of energy by inhabitants of the various new projects.

The four proposed "Menifee" Specific Plans will generate an estimated 1,529,352 vehicle miles of travel, resulting in the following emissions:

Carbon Monoxide	41,097 lbs/day
Nitrogen Oxides	4,547 lbs/day
Sulfur Dioxide	808 lbs/day
Particulates	1,077 lbs/day
Non-Methane Hydrocarbons	3,604 lbs/day

This is a significant impact, both as a result of individual projects and on a cumulative basis.

#### **e. Open Space and Conservation**

Development of numerous projects planned in the region would influence the atmosphere of passive rural open space and scattered development which typifies the outlying areas of Sun City/Menifee Valley and Romoland/Homeland. Development projects proposed for the project vicinity will have the potential for inducing growth within the neighboring open space lands, particularly in the remaining agricultural areas existing in the area.

The cumulative impact of the four "Menifee" Specific Plans proposed on a total of 3,582 acres would be a loss of approximately 3,420 acres of undeveloped open space. The four projects propose a total of 161.9 acres of natural open space.

#### **f. Agriculture**

Construction of various projects in the vicinity will continue the trend towards development of agricultural lands in Riverside County. This will involve some land designated as "Prime Farmlands" on the Countywide Agricultural Resources Map. The Menifee North Specific Plan and the Menifee Ranch Specific Plan propose development of "Prime Farmlands", resulting in a significant impact both on a project basis and



cumulatively. In general, development of proposed urban uses may increase economic pressures on other agricultural properties to develop.

**g. Wildlife and Vegetation**

The loss of rural/agriculture habitat from the Menifee North project site is not significant in itself. However, the project will contribute on an incremental basis to cumulative impacts to biological resources in the region as a result of past and planned developments, including an overall reduction in the native and naturalized biotic resources of the region. In regards to the Federally listed endangered Stephens' kangaroo rat, loss of potential on-site habitat would be incremental for individual projects; however, the cumulative loss of its habitat from the region contributes further to its decline.

The four "Menifee" Specific Plan projects are proposed on sites that primarily support rural/agricultural biotic communities. The Menifee North, Menifee East and Menifee Ranch projects all preserve as natural open space the areas of coastal sage scrub vegetation found on-site. Therefore, no significant biological impacts have been identified. The "Menifee" Specific Plan projects will be required to participate in the Stephens' Kangaroo Rat Interim Mitigation Plan, requiring payment of \$1,950 dollars per acre. The 3,582 acres of land encompassed by these proposed Specific Plans would require the payment of \$6,984,900 in SKR fees.

**h. Historic and Prehistoric Resources**

Development of the area will disturb any existing unknown archaeological or paleontological resources because of grading and excavation activities unless these areas are preserved as natural open space. However, if a certified archaeologist or paleontologist is present, where necessary, during the grading operations, these impacts may be largely mitigated. This impact may be considered positive due to the discovery of resources which would have not otherwise been evaluated or uncovered. It is possible that grading and excavation in the area will uncover valuable resources which would contribute to the paleo-environmental and archaeological record of the southwestern Riverside County area.

**i. Circulation and Traffic**

Ultimate development of additional dwelling units and commercial/ business park uses in the project area will generate an increase in local and regional traffic volumes. Traffic generated by the developments will impact existing roadways, necessitating the expansion and improvement of existing and construction of new regional roadway networks in order to accommodate additional traffic flows. Within developments it will be necessary to install circulation systems with sufficient capacity to accommodate traffic generated, in coordination with the regional roadway system. The cumulative impact of the four proposed "Menifee" Specific Plans is estimated at 224,720 trips per day. The Menifee North Specific Plan generates 138,250 trips per day, or 61.5% of the total.



In the area surrounding the project, a significant need exists to forecast traffic volumes for buildout of the area to demonstrate the ultimate capacity requirements of the circulation system. The Menifee Area Traffic Model represents a comprehensive traffic modeling effort to define buildout demands on the system and will provide a tool for evaluation of development proposals in the context of future conditions. Mitigation measures and improvement requirements for actual development will be determined in subsequent studies at the tentative tract or plot plan level.

**j. Utilities and Services**

Increased development in the project area will incrementally increase the demand for public utilities and services, including water and sewer service; electricity and natural gas services; telephone and cable television services; police and fire protection; school and park facilities; public transportation; hospital and ambulance service; and solid waste disposal service. This increased demand may be viewed as a growth-inducement to existing systems, which may result in expansion or extension of existing service facilities to serve all anticipated projects.

**k. Water and Sewer Services**

Increased expansion in the project area will increase the demand from the Eastern Municipal Water District and any other affected Districts for sewer and water service. Additional lines and facilities will be required and improvement districts formed to provide this service effectively to all developments in the area.

Eastern Municipal Water District is in the process of Master Planning the expansion of the Perris Valley Water Reclamation Facility. It is anticipated that EMWD will require the projects to construct reclaimed water lines on-site so that when the regional system is complete, the projects can ultimately utilize reclaimed water for certain types of irrigation.

**l. Electricity and Natural Gas Service**

The addition of 32,500 dwelling units and 850 acres of commercial and business/industrial park use to the area will create a need for additional electricity and natural gas service. Southern California Edison and the South Coast Air Quality Management District (SCAQMD) utilize an estimated residential demand rate of 6,081 kwh/unit/year. With an estimated cumulative total of 32,500 dwelling units in the project area, the ultimate demand for electricity for the proposed residential uses alone may reach 197,632,500 kwh/year. Additional electricity would be required to serve the commercial and business park uses proposed.

The Southern California Gas Company and the SCAQMD generally utilize a residential demand rate of 6,665 cu feet/d.u./month. Considering the estimated cumulative total of 32,500 d.u.'s, approximately 216,612,500 cubic feet per month of natural gas could be



consumed. Additional natural gas would be required to serve the commercial and business park uses proposed.

Additional Southern California Gas lines, as well as Southern California Edison lines, would be required to provide these services to the area.

**m. Police and Fire Protection**

Growth in the project area will increase the demand for fire and police services provided by the County of Riverside and State of California law enforcement and fire protection agencies. It is expected that each project applicant will cooperate with local jurisdictions to assure that sufficient effective services are provided to serve each project, thereby ensuring a safe environment throughout the area. The payment of fire impact mitigation fees of \$400 per residential unit will be applied towards construction of additional fire stations and the purchase of equipment. A complete fire station complex will be built on the north side of Newport Road, west of Lindenberger, which will serve the needs of the proposed projects.

**n. School and Park**

Construction of the Menifee North Specific Plan proposal and development of surrounding areas will increase area population, and therefore, the demand on schools. It is expected that each proposed project will enter into binding agreements with local school districts (Menifee Elementary School District, Romoland and Perris Union High School Districts) so that sufficient facilities are collectively provided to accommodate the students generated. In addition, construction of schools will be funded through a combination of school impact mitigation fees per State Law AB 2926 and Mello-Roos Community Facilities District.

It is anticipated that the projects listed in Table XXII will generate a population of approximately 84,175, increasing demand for local and regional parks. In response to County standards, it is anticipated that additional park facilities will be provided within the respective developments or else park fees paid to alleviate demands upon existing parks.

The four proposed "Menifee" Specific Plans will generate a total of approximately 9,648 students; of this total, approximately 7,526 will be elementary students and 2,122 will be high school students. The four projects propose a total of nine elementary schools, one junior high and one senior high. The 9,612 dwelling units proposed by the four "Menifee" Specific Plans will result in a population of 24,895 persons, assuming 2.59 persons per d.u. The Quimby Act requires that three acres of park be provided per 1,000 in population. Therefore, cumulatively, 74.7 acres of parkland are needed to satisfy the Quimby Act, or else in-lieu fees paid or credit obtained for other proposed recreational amenities. The four "Menifee" Specific Plans propose 114.5 acres of community and neighborhood parks which cumulatively satisfies Quimby Act requirements.

**o. Solid Waste**

Development of the uses proposed by these cumulative developments could result in the generation of 256 tons of solid waste per day (assuming 5.7 lbs. per person per day). This would incrementally contribute to the decreased lifespan of the Lamb Canyon and other landfill sites in the County. Although these projects are within the service of the Double Butte site, the facility is expected to shut down within the next two to four years. This accentuates the importance of long range planning for replacement landfill sites or alternative disposal systems.

The 24,895 population generated by the four proposed "Meniffee" projects would result in approximately 71 tons of solid waste per day, reducing the lifespan of the Lamb Canyon landfill, which has a remaining capacity of 5,600,000 tons and a projected lifespan of 19 years.

**p. Library Service**

Development of the cumulative projects will result in the need for additional library volumes, square footage and library staff. Additional library facilities are funded through the Development Mitigation Fee.

**q. Health Service**

Expansive development in the project area may necessitate enlargement of existing hospital and medical facilities as well as expansion of ambulance service.



## 2. SUMMARY OF UNAVOIDABLE ADVERSE IMPACTS

CEQA and its associated Guidelines (California Administrative Code Section 151443 (b)) states that an EIR must describe any significant impacts which cannot be avoided or eliminated if the project is implemented as presently proposed. These impacts have been discussed in detail in the body of this EIR under various topical headings and are listed below along with a determination of whether they can be mitigated to a level of non-significance. The reason for the determination of significance is also discussed below.

<u>Meniffee North Project Impact</u>		<u>Level after Mitigation</u>
1.	Landform and Topography	Non-Significant
2.	Climate and Air Quality:	
	Local:	Significant
	Cumulative:	Significant
3.	Archaeology/Paleontology	Non-Significant
4.	Biological resources:	
	Local:	Non-Significant
	Cumulative:	Non-Significant
5.	Geology and Seismicity	Non-Significant
6.	Hydrology	Non-Significant
7.	Water Quality	Non-Significant
8.	Agriculture	Significant
9.	Land Use	Non-Significant
10.	Energy Conservation	Non-Significant
11.	Circulation/Traffic	
	Project Only:	Significant
	Cumulative:	Significant
12.	Noise	
	Project Only:	Significant
	Cumulative:	Significant
13.	Public Facilities and Services	Non-Significant

The reason for the determination of significance is discussed below for each impact.

Climate and Air Quality: Vehicular emissions generated by the proposed project exceed the threshold of "significant" as defined by the South Coast Air Quality Management District. Cumulative emissions also exceed the threshold of significance (see Section V.C.6, Climate and Air Quality).

Agriculture: The project proposes urban development on "Prime" agricultural soils, which is considered a significant impact (see Section V.C.10, Agriculture).

Circulation and Traffic: Until the Highway 74/79 Corridor Community Plan traffic modelling study is completed, a determination of significance of impacts cannot be made. Therefore, until this study is complete and adequate mitigation proposed, impacts to circulation will be considered significant both on a project basis and on a cumulative basis (see Section V.D.1, Circulation).

Noise: The proposed project by itself will contribute significantly to the ultimate future noise increases in the area, with substantial noise increases along Antelope Road, Mapes Road and Route 74. Future noise exposure on these roadways will be greater than 65 CNEL (see Section V.C.5, Noise).



### **3. ALTERNATIVES TO THE PROPOSED PROJECT**

It is the intent of this section to present several alternatives to the proposed project. According to State EIR guidelines, an EIR must present alternatives which are capable of eliminating significant environmental impacts and state why they were rejected for the proposed project. Included in this section are alternatives addressing the following scenarios: a) the No Project Alternative; b) the Existing Zoning Alternative; c) the Lower Density Residential Alternative, and d) the Reduced Commercial/ Business Park, Increased Residential Alternative. The County of Riverside, as lead agency, must evaluate the comparative merits of these alternatives.

CEQA requires a discussion of impacts that are capable of mitigating or eliminating significant environmental impacts associated with a project proposal. The No Project Alternative eliminates all project impacts, while the Existing Zoning Alternative reduces environmental impacts. The Lower Density Residential Alternative decreases traffic volumes, accompanied by incrementally reduced impacts in the areas of noise and air quality. This Alternative also incrementally reduces impacts in the areas of public facilities and utilities. This Alternative results in reduced impacts in terms of land use compatibility with existing rural densities found in the Romoland community to the north. This Alternative also proposes fewer units within the portion of the site impacted by the 65 CNEL noise contour generated by March Air Force Base. Therefore, the Lower Density Residential Alternative is also considered to be "environmentally superior" to the current Menifee North Specific Plan proposal.

#### **a. No Project Alternative**

The "No Project" Alternative would retain the site in its present undeveloped condition, supporting agricultural (oat/hay, alfalfa, wheat, potatoes, barley and grain cultivation) land use. This alternative maintains the existing environmental conditions of the subject property, as discussed in Section V.C., Environmental Hazards and Resources Element (Existing Conditions, Impacts, General Plan Relationship and Mitigations). This Alternative also results in no impacts to the 73.6 acres of "Existing Uses" found on the Menifee North Specific Plan site. This Alternative is considered the environmentally superior alternative for the following reasons:

1. Elimination of grading impacts and associated impacts upon landform, geology, hydrology, prehistoric resources, etc.
2. Reduction in traffic and associated air quality and noise impacts over development scenarios associated with the project proposal, or other alternatives considered herein.
3. Retention of on-site open space uses, allowing continued use of the Prime Farmlands existing on-site. Retention of open space uses also eliminates potential land use conflicts with existing adjacent agricultural operations, as well as with the existing rural residential areas found in Romoland to the north of the site.



4. Elimination of biological impacts related to the disruption of wildlife on-site resulting in reduced or displaced wildlife populations.
5. Elimination of impacts associated with provision of public services and utilities.

### **REASONS FOR REJECTION OF NO PROJECT ALTERNATIVE**

This alternative would negate the benefits associated with the project objective of responding to anticipated marketing needs and public demand by providing a range of housing types which will be marketable within the developing economic profile of the Southern Perris Valley area as well as the County of Riverside. This Alternative would also preclude the planning objective of providing additional employment opportunities within the proposed 599.3 acres of Commercial, Industrial and Business Park uses for the current and future residents of the region and surrounding communities. The provision of these employment generating uses would enhance the jobs/housing balance of the area. Also, the No Project Alternative would eliminate public benefits associated with the project, including the 30.3 acres of neighborhood parks, as well as the increased range of commercial services available in the area as a result of this project. Other project benefits lost with the No Project Alternative include improving on-site roadways in accordance with the Riverside County Circulation Element. The long-term economic feasibility of the current agricultural use is uncertain due to on-going increases in water costs and rising land value due to other development in the project area. Therefore, the "No Project" Alternative was rejected.

#### **b. Existing Zoning Alternative**

This Alternative considers development of the site per the existing zoning designations, as shown on Figure V-10, Existing Zoning. Table XXIII presents the land uses and dwelling units permitted by the Existing Zoning Alternative. In general, the Existing Zoning Alternative accommodates more residential acreage and dwelling units (including mobile homes) and significantly less industrial, business park and commercial use than the Menifee North Specific Plan as presently proposed.

The majority of the site (71.5%) is zoned R-R (Rural Residential). R-R zoning permits lots ranging from 1/2-acre to two acres in size. For purposes of this Alternatives analysis, 1/2-acre lots were assumed (2 d.u./acre) in the R-R area in order to permit a worst-case assessment of impacts. Mobile home park densities of 5 - 8 d.u./acre are permitted by the R-T zone. For purposes of this Alternative and in order to provide a worst-case assessment, a density of 8 d.u./acre is assumed. The W-2 zone (Controlled Development) permits a wide range of uses, including single-family residential, mobile home parks, light agriculture, hog ranches, cemeteries, municipal airports, etc. For purposes of this Alternatives analysis and in order to be compatible with the R-T zoning existing to the west, mobile home park use was assumed for the 11-acre W-2 zone. Overall, the Existing Zoning Alternative includes 1,480.8 acres of residential zoning, permitting an estimated 4,016 dwelling units. Of this total, 1,240 units (30%) are mobile homes. In comparison,



the Menifee North Specific Plan currently proposes 2,654 dwelling units on 589.9 acres. The Existing Zoning Alternative dwelling unit total is 1,362 units (approximately 51%) more than the 2,654 units presently proposed.

In addition to the residential uses permitted by the Existing Zoning Alternative, Table XXIII indicates that 72.1 acres of Manufacturing and Industrial Park uses are permitted, along with 47.4 acres of Commercial use. This is in contrast to the uses currently proposed by the Menifee North Specific Plan which include 197.5 acres of Industrial use, 165.4 acres of Business Park, 166.3 acres of Commercial and 70.1 acres of Commercial/Business Park.

TABLE XXIII  
EXISTING ZONING ALTERNATIVE

<u>Zoning Designation</u>		<u>Acres</u>	<u>Maximum Permitted Density</u>	<u>Number of Dwelling Units</u>
R-R	Rural Residential	1193.9	2.0 d.u./ac.	2,386 d.u.
R-1-20,000	One Family Dwelling	126.6	Min. 20,000 s.f. lot size	275 d.u.
R-T	Mobile Home Parks and Subdivision	143.4	8 d.u./acre	1,147 d.u.
W-2*	Controlled Development	11.0	8 d.u./acre	88 d.u.
W-2 M-1	Controlled Development Mobile Home, 1 ac. Min	5.9	1 d.u./acre	5 d.u.
M-SC	Manufacturing-Service Commercial	29.4	-----	-----
M-M	Medium Manufacturing	40.3	-----	-----
I-P	Industrial Park	2.4	-----	-----
C-P-S	Scenic Highway Commercial	27.8	-----	-----
C-P	General Commercial	17.1	-----	-----
C-1/ C-P	General Commercial	2.5	-----	-----
A-1-1	Light Agriculture	24.8	1 d.u./acre	24 d.u.
R-A	Residential Agriculture	<u>41.8</u>	Min. 20,000 s.f. lot sizes	<u>91</u> d.u.
<b>TOTAL</b>		1,666.9		4,016 d.u.

\* The W-2 zone permits a wide range of uses. For purposes of the Existing Zoning Alternative, mobile home park use was assumed.



The Existing Zoning Alternative would require that Parcel Maps be approved by the County of Riverside, dividing the 1,193.9 acres zoned R-R into the 2,386 lots permitted by this Alternative. Tract Map approval would be needed for the 275 d.u. that could potentially be accommodated within the R-1-20,000 zone. In addition, County approval of the Mobile Home Subdivision and Parks use permitted by the R-T zoning would also be required. Plot Plan approval would also be necessary within the commercial, industrial park and manufacturing zones. Due to the parcel method of development within the R-R zone, this Alternative eliminates the two elementary school sites, 30.3 acres of parks and the 112.0 acres of natural open space in the southwestern portion of the site proposed by the current Menifee North Specific Plan.

Anticipated environmental impacts of the Existing Zoning Alternative are as follows:

Seismic Safety, Slopes and Erosion: The project site is generally flat and is characterized by slopes less than 8%, except for the hills found in the southeastern leg of the site. While the topography of the site would be altered through grading to accommodate this Alternative, these impacts are not anticipated to be significant with this Alternative or with the current project proposal. With the exception of the areas zoned for Agricultural use, the entire site would be graded; slightly less grading may be required within the areas zoned R-R than would be required if these areas were developed at higher residential densities. This Alternative could potentially allow grading within the 112.0-acre natural open space area proposed for preservation within Planning Area 36 by the current Menifee North Specific Plan, as this area is zoned R-R. Areas within and adjacent to the Double Butte hillsides are subject to potential rockfall, debris slide and slope stability impacts. However, this area has a General Plan designation of "Mountainous" which would restrict development and minimize impacts.

Hydrology and Water Quality: On-site runoff would be increased by the construction of the 24 one-acre lots, 2,386 half-acre lots, 1,240 mobile homes, and 366 20,000 square foot lots, and 119.5 acres of manufacturing, industrial and commercial uses permitted by this Alternative. However, due to the larger lot sizes and decreased commercial/manufacturing/industrial acreage, the projected increase in runoff would be less than is anticipated to result from the Menifee North Specific Plan which proposes 2,654 dwelling units as well as 599.3 acres of Industrial, Business Park and Commercial use. Although the Existing Zoning Alternative does not provide for construction of a Master Drainage Plan due to the "piece-meal" method of development, proposed uses which lie within the boundaries of the Homeland and Romoland Area Drainage Plans would be subject to fees which could be used to fund construction of the necessary regional infrastructure. Water quality impacts to downstream water courses would be incrementally reduced by this Alternative, particularly given the absence of large parking lots associated with Industrial, Business Park and Commercial uses.

Noise: The 2,776 dwelling units, 1,240 mobile homes and 119.5 acres of Manufacturing, Industrial Park and Commercial uses proposed by the Existing Zoning Alternative would generate approximately 30% fewer vehicle trips, resulting in a concomitant reduction in



on- and off-site noise levels. By reducing project traffic volumes by 30%, the Existing Zoning Alternative would reduce the area impacted on- and off-site by the 65 CNEL contour. Off-site impacts to residential areas existing along Highway 74 would be reduced by this Alternative. A more detailed Noise Assessment would be needed to determine if this Alternative would completely eliminate the 65 CNEL contour from existing off-site residential uses. It is anticipated that acceptable on-site interior and exterior noise levels could be achieved through building setbacks along most roadways where 1/2-acre lot sizes are proposed by the Existing Zoning Alternative. However, lots proposed along Meniffee Road, Briggs Road and Highway 74 may require additional mitigation and would require a more detailed noise analysis when grading plans are developed, as is the case with the current project proposal. With the Existing Zoning Alternative, mobile home use is proposed in that portion of the site impacted by the March Air Force Base 65 CNEL noise contour.

Climate and Air Quality: As discussed under "Circulation", the Existing Zoning Alternative will generate an estimated 96,708 vehicle trips per day. Assuming an average trip length of 10.0 miles, this Alternative would generate 967,080 vehicle miles per day, compared to the 1,382,500 vehicle miles of travel per day generated by the Meniffee North Specific Plan as presently proposed. This is a reduction of 415,420 vehicle miles per day (30%) as compared to the current Specific Plan proposal. As such, the following Vehicular Emissions will result:

<u>Pollutant</u>	<u>Emissions (pounds/day)</u>
Carbon Monoxide	8,563.13
Nitrogen Oxides	2,257.90
Particulates	573.00
Reactive Organic Gases	702.90

Although the main source of emissions generated by the project will be from motor vehicles, additional emissions will be generated off-site from the combustion of natural gas for space heating and the generation of electricity.

The emissions quantified above for the Existing Zoning Alternative are 30% less than anticipated to accompany development of the Meniffee North Specific Plan as presently proposed; however, they still represent a significant impact, according to the "Air Quality Handbook for EIR's" prepared by the SCAQMD.

Open Space and Conservation: The Existing Zoning Alternative is compatible with the existing rural densities and open space existing in the project area and would reduce potential land use conflicts with existing adjacent agricultural use. This Alternative could allow continued agricultural activity in the 24.8 acres zoned A-1-1 and the 41.8 acres zoned R-A on-site. Also, the majority of the site would be developed at "rural" densities (1/2-acre lots), thereby reducing project impacts associated with the loss of open space. The 1,240 mobile homes and the large lot development proposed by this Alternative are



in accordance with the Land Use Policies of the Romoland Community Policy Area of the Riverside County General Plan.

The Existing Zoning Alternative would be less compatible than the current project proposal with the proposed Meniffee Ranch and Meniffee Estates Specific Plans located to the south and west of the site.

Agriculture: Although the Existing Zoning Alternative could result in continued agricultural use within the areas zoned A-1-1 and R-A, such use would be eliminated over the majority of the site. Because this Alternative would preclude future use of some "Prime Farmlands", impacts to Agriculture would be considered "significant".

Wildlife/Vegetation: For the most part, the Existing Zoning Alternative would result in similar biological impacts as the current project proposal. The rural/agricultural and introduced grassland communities will be largely removed by development of this Alternative. Also, as no natural open space areas are proposed, this Alternative could potentially impact the Coastal Sage Scrub vegetation existing along the southeast border of the site, where the steep hillsides and rock outcrops of Double Butte are found. No other vegetative communities on-site possess biological importance or value; therefore, the impact of vegetation loss will not be significant for the proposed Specific Plan or for any of the Alternatives being considered. Potential impacts to the Stephens kangaroo rat can be mitigated through participation in the County's Interim Mitigation Plan, requiring payment of \$1,950 per acre of land within the SKR range.

Historic and Prehistoric Resources: Development of the Existing Zoning Alternative would result in similar impacts as the current project proposal. The site possesses "low" sensitivity in terms of archaeological and paleontological resources; therefore, no adverse impacts are anticipated.

Circulation: Construction of the uses proposed by the Existing Zoning Alternative would generate approximately 96,708 vehicle trips per day, as follows:

<u>Land Use</u>	<u>Generation Factor</u>	<u>ADT</u>
2,776 Estate Lots	12 trips per d.u.	33,312
1,240 Mobile Homes	5.5 trips per d.u.	6,820
72.1 ac. Manufacturing/ Industrial (1,067,000 s.f.)	6.97 trips per 1000 S.F.	7,436
47.4 ac. Commercial (702,000 s.f.)	70.0 trips per 1000 S.F.	<u>49,140</u>
TOTAL		96,708



This is a reduction of 30% compared to the 138,250 external vehicle trips per day generated by the current project proposal, thereby reducing impacts on the local and regional circulation system. Due to the decrease in vehicle trip generation, traffic impacts would be reduced with the Existing Zoning Alternative; however, the specific impacts and mitigations associated with Meniffee North traffic volumes or any alternative will be determined as the Meniffee Area Traffic Model is implemented.

**Public Facilities:** This Alternative proposes 1,362 more residential units than the Meniffee North Specific Plan which is the subject of this Draft EIR, thereby incrementally increasing the demand for public services such as schools and parks. The Existing Zoning Alternative also proposes 72.1 acres of Manufacturing and Industrial Park uses and 47.4 acres of Commercial use. This is a significant reduction compared to the currently proposed Meniffee North Specific Plan, which includes 197.5 acres of Industrial use, 165.4 acres of Business Park, 166.5 acres of Commercial and 70.1 acres of Commercial/Business Park. As a result of these changes, projected water demand and sewer generation would be incrementally reduced compared to the current project proposal. It is estimated that an average day demand of 3,141,320 gallons of water per day would be required to serve this Alternative, while an average day flow of 1,680,700 gallons of sewage would be generated. The current project proposal requires 3,862,680 gallons of water and generates 2,640,000 gallons of sewage. On- and off-site water and sewer improvements would still be required in order to accommodate the proposed development within the Eastern Municipal Water District. Impacts and Mitigations relative to Fire and Police Protection would be similar to those discussed in the Draft EIR, with 24 sheriff deputies needed to serve the projected population, rather than 15.9 needed by the current Specific Plan proposal. Project residents would be required to participate in an existing Fire Protection Impact Mitigation Program (\$400.00 per d.u.) that provides funds to be used to build or upgrade surrounding stations. Approximately 4,377 students would be generated by the 4,016 units proposed by the Existing Zoning Alternative, compared to the 2,893 students generated by the current project proposal. Of this total, 3,012 are elementary school students impacting the overcrowded Romoland School District. Due to the Parcel Map of developing this Alternative rather than the Specific Plan approach proposed by the current project, no school sites are proposed. The current project proposes two elementary schools. The 1,365 Middle and High School students would also require accommodation within the already overcrowded Perris Union High School Districts. The Parcel Map method of developing this Alternative would require that the District(s) acquire and construct any needed facilities on its own. Development fees assessed through AB 2926 would still apply to the proposed Alternative. In terms of parks and recreational facilities, the higher population generated by this Alternative would generate less demand for regional parks and put less pressure on other recreational facilities in the area. In order to meet Quimby Act requirements of 3 acres of local park per 1,000 in population, 31.2 acres of park would be needed to accommodate the 10,401 persons generated by this Alternative (assuming 2.59 persons per d.u.). As is the case with school sites, the Parcel Map method of developing this Alternative would require that the Riverside County Parks and Recreation Department acquire and construct any needed facilities on its own. The Meniffee North Specific Plan proposes four parks, totalling 30.3 acres in size, satisfying



Quimby Act requirements for the site. This Alternative would generate an estimated 58 tons of solid waste per day, incrementally shortening the lifespan of the Double Butte Landfill and/or Lambs Canyon Landfill.

Utilities: The Existing Zoning Alternative would create a demand for an estimated 30,821,011 cubic feet of natural gas per month, and 36,724,215 kwh of electricity per year.

### **REASONS FOR REJECTION OF THE EXISTING ZONING ALTERNATIVE**

The Existing Zoning Alternative reduces traffic volumes by approximately 36% compared to the Menifee North Specific Plan. This reduced traffic volume also results in reduced impacts in the areas of noise and air quality. While demand for water and sewer is decreased by this Alternative, this Alternative increases impacts to sheriff services, schools and parks. As there are no areas zoned "Open Space" in the Existing Zoning Alternative, no natural open space is preserved, compared to the 112.0 acres proposed by the Menifee North Specific Plan. As a result, increased grading and biological impacts could potentially occur to the hillsides of Double Butte in the southeastern portion of the site. It is, therefore, considered "environmentally superior" in some, but not all, aspects of project development. However, by offering such a high proportion of 1/2-acre lots rather than the range of densities proposed by the Menifee North Specific Plan, this alternative precludes the marketing objectives of the project, including to reflect anticipated marketing needs and the developing economic profile of the Southern Perris Valley area as well as the County of Riverside. This Alternative would also preclude the planning objective of providing additional employment opportunities for the current and future residents of the region and surrounding communities. The Parcel Map method of developing the Existing Zoning Alternative eliminates public benefits associated with the provision of 30.3 acres of parks and 16.7 acres of schools. This Alternative also precludes provision of other elements of the regional infrastructure such as the circulation system, storm drain system and water and sewer facilities. For these reasons, the "Existing Zoning" Alternative was rejected.

**c. Lower Residential Density Alternative**

As shown on Figure V-20, Lower Residential Density Alternative, this Alternative reduces residential densities in three primary areas: 1) One acre lots are proposed within Planning Areas 5, 6, 7 and 10 of this Alternative which are impacted by projected 65 CNEL noise contours from March Air Force Base; 2) Within the northern portions of the site, adjacent to existing rural densities within the Romoland community, densities are decreased to 1 - 2.5 d.u./acre in Planning Areas 1, 17, 23, 31, 53, 54 and the northern half of P.A. 59; and 3) Within the southeastern leg of the site, adjacent to the 112.8 acres of proposed natural open space, residential densities are decreased to 1 - 2.5 d.u./acre. This Alternative proposes a total of 2,399 dwelling units on 646.6 acres at an overall density of 3.71 d.u./acre within the residential portions of the site. In comparison, the Menifee North Specific Plan as presently proposed includes 2,654 dwelling units on 589.9 acres for a residential density of 4.5 d.u./acre. Within Planning Area 1, low density residential use is proposed rather than the commercial/business park uses presently proposed. This Alternative proposes 25.2 acres of multi-family use, providing 417 units.

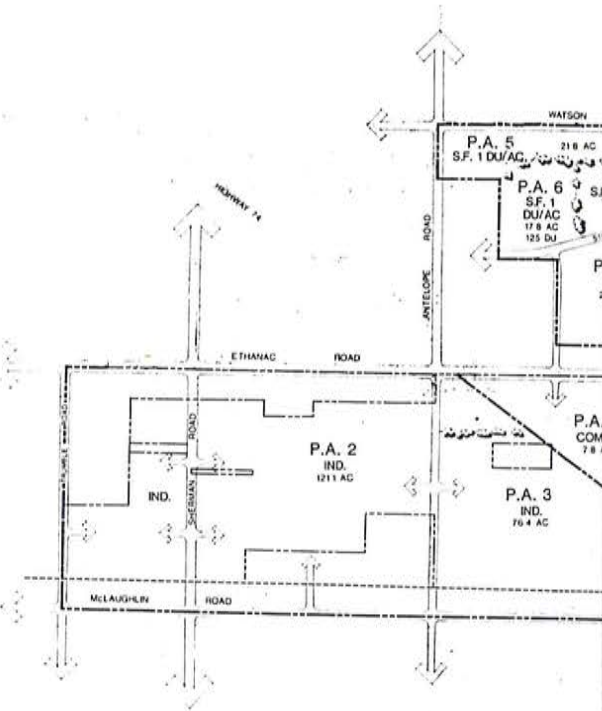
The following Statistical Abstract would result:

LAND USE

<u>Residential</u>	<u>Acreage</u>	<u>Density</u>	<u>Dwelling Units</u>
Single Family			
1.0 d.u./ac	81.0	1.0 d.u./ac.	79
1-2.5 d.u./ac.	209.8	1.75 d.u./ac.	362
3-4 d.u./ac.	70.3	3.5 d.u./ac.	246
3-5 d.u./ac.	15.7	4.0 d.u./ac.	63
4-6 d.u./ac.	236.4	5.0 d.u./ac.	1,183
5-7 d.u./ac.	8.2	6.0 d.u./ac.	49
Multi-Family			
16 d.u./ac.	11.0	16.0 d.u./ac.	176
17 d.u./ac.	<u>14.2</u>	<u>17.0 d.u./ac.</u>	<u>241</u>
Subtotal	646.6	3.71 d.u./ac.	2,399



# LOWER RESIDENTIAL DENSITY ALTERNATIVE



LAND USE		ACREAGE	DENSITY	DWELLING UNITS
<b>RESIDENTIAL</b>				
SINGLE FAMILY	1.0 DU/AC	81.0 AC	1.0 DU/AC	79
	1-2.5 DU/AC	209.8 AC	1.75 DU/AC	362
	3-4 DU/AC	70.3 AC	3.5 DU/AC	246
	3-5 DU/AC	15.7 AC	4.0 DU/AC	63
	4-6 DU/AC	236.4 AC	5.0 DU/AC	1,183
	5-7 DU/AC	8.2 AC	6.0 DU/AC	49
MULTI-FAMILY	16 DU/AC	11.0 AC	16.0 DU/AC	176
	17 DU/AC	14.2 AC	17.0 DU/AC	241
<b>SUBTOTAL</b>		<b>646.6 AC</b>	<b>3.71 DU/AC</b>	<b>2,399</b>
COMMERCIAL		131.3 AC		
COMMERCIAL/BUSINESS PARK		73.4 AC		
BUSINESS PARK		156.3 AC		
INDUSTRIAL		197.5 AC		
SCHOOL		16.4 AC		
PARK		31.0 AC		
OPEN SPACE		112.8 AC		
ROADS		164.5 AC		
DRAINAGE CHANNELS		16.9 AC		
EASEMENTS		44.9 AC		
FIRE STATION		1.7 AC		
EXISTING USES		73.6 AC		
<b>PROJECT TOTALS</b>		<b>1,666.9 AC</b>		

FIGURE V-20

MENIFEE NO



T&B Planning Consultants  
3242 HALLADAY, SUITE 100  
SANTA ANA, CALIF. 92705 (714) 662-2774  
5879 OBERLIN DRIVE, SUITE 208





<u>Residential</u>	<u>Acreage</u>
Commercial	131.3
Commercial/Business Park	73.4
Business Park	156.3
Industrial	197.5
School	16.4
Park	31.0
Open Space	112.8
Roads	164.5
Drainage Channels	16.9
Easements	44.9
Fire Station	1.7
Existing Uses	<u>73.6</u>
Project Totals	1,666.9

As with the current project proposal, this Alternative would require a zone change and general plan amendment to accommodate a Specific Plan proposal. Environmental impacts associated with this Alternative are anticipated to be as follows:

Seismic Safety, Slopes and Erosion: As the project site is generally flat, grading impacts resulting from the Lower Residential Density Alternative would, for the most part, be similar to the current project proposal. However, the provision of large lot development within Planning Areas 53 and 54 of this Alternative at the base of the Double Butte hills would reduce grading impacts to slopes greater than 25% and would provide greater buffering of the proposed 112.8-acre natural open space area proposed in Planning Area 49 of this Alternative. This Alternative would also reduce potential impacts associated with rock fall, debris slides and slope stability within Planning Areas 53 and 54.

Hydrology and Water Quality: Impacts to hydrology and water quality associated with this Alternative are anticipated to be comparable to those resulting from implementation of the Menifee North Specific Plan as currently proposed. This Alternative includes construction of a Master Drainage Plan. As the site is within the boundaries of the Homeland and Romoland Area Drainage Plans, the project would be subject to fees which could be used to fund construction of the necessary regional infrastructure.

Noise: As discussed below under "Circulation" this Alternative will generate 135,700 vehicle trips per day, which is comparable (98.2%) to the 138,250 trips generated by the current project proposal. Therefore, noise impacts are expected to be similar to those discussed in Section V.C.5, Noise. Due to other planned development in the area which has already been approved, there will be an increase in traffic noise in the surrounding area regardless of which Alternative of the Menifee North Specific Plan is implemented.



As with the current project proposal, a more detailed acoustical analysis would be required at the tract map stage for uses proposed along Highway 74, Menifee Road and Briggs Road in order to determine the height and location of specific noise barriers which may be required to achieve acceptable interior and exterior noise levels. The Lower Density Residential Alternative proposes one-acre lots within the portion of the site impacted by the March Air Force Base 65 CNEL noise contour (Planning Areas 5, 6, 7 and 10). This is in accordance with the Land Use Policies of the Romoland Community Policy Area, which states that "Larger lot sizes of one to 2-1/2 acres are consistent with levels of 65 db(a) Ldn and greater".

Climate and Air Quality: As discussed under "Circulation", this Alternative will generate 135,700 vehicle trips per day. Assuming an average trip length of 10.0 miles, this Alternative would generate 1,357,000 vehicle miles per day, compared to the 1,382,500 vehicle miles of travel per day generated by the Menifee North Specific Plan as presently proposed. This is a decrease of 25,500 vehicle miles per day (1.8%) as compared to the current Specific Plan proposal. As such, the following Vehicular Emissions will result:

<u>Pollutant</u>	<u>Emissions (pounds/day)</u>
Carbon Monoxide	12,015
Nitrogen Oxides	3,168
Particulates	804
Reactive Organic Gases	986

Although the main source of emissions generated by the project will be from motor vehicles, additional emissions will be generated off-site from the combustion of natural gas for space heating and the generation of electricity.

The emissions are 1.8% less than anticipated to accompany development of the Menifee North Specific Plan as presently proposed. As with the current project proposal, these emissions represent a significant impact, according to the "Air Quality Handbook for EIR's" prepared by the SCAQMD.

Open Space and Conservation: As is the case with the current project proposal, the Lower Residential Density Alternative would result in development of urban uses on the site, precluding future use of the site for agriculture. This Alternative proposes a comparable amount of open space acreage (112.8 acres) as the current project proposal; therefore, impacts related to loss of open space are the same. The large lot development proposed within Planning Areas 53 and 54 of this Alternative adjacent to the natural open space acreage would provide a greater buffer and, therefore, more protection to the proposed open space area. The Lower Residential Density Alternative also proposes large lot development within the northern portions of the site, adjacent to existing rural densities within the Romoland community. Densities are decreased to 1 - 2.5 d.u./acre in Planning Areas 1, 17, 23, 31, 53, 54 and the northern half of P.A. 59 of this Alternative. This will reduce potential land use conflicts between existing and proposed uses, in



accordance with the Land Use Policies of the Romoland Community Policy Area of the Riverside County General Plan, which encourages "infill" with compatible residential development. This Alternative would require a General Plan Amendment and Zone Change to accommodate the proposed "Specific Plan" designation.

Agriculture: The Lower Density Residential Alternative would result in the discontinuance of agricultural use of the site and would preclude future agricultural use of "Prime Farmlands" on the site. Urban development of Prime soils is considered a significant impact and would occur with this Alternative as well as with the current Specific Plan proposal.

Wildlife/Vegetation: This Alternative would result in similar biological impacts as the current project proposal, although additional mitigation would be provided by the reduced densities proposed in Planning Areas 53 and 54, adjacent to the coastal sage scrub vegetation which is to be retained in the 112.8 acres of natural open space. No other vegetative communities on-site possess biological importance or value; therefore, the impact of vegetation loss will not be significant for the proposed Specific Plan or for any of the Alternatives being considered. Potential impacts to the Stephens kangaroo rat can be mitigated through participation in the County's Interim Mitigation Plan, requiring payment of \$1,950 per acre of land within the SKR range.

Historic and Prehistoric Resources: Development of the land uses proposed by the Lower Residential Density Alternative results in similar impacts as the current project proposal. The site possesses "low" sensitivity in terms of archaeological and paleontological resources; therefore, no adverse impacts are anticipated.

Circulation: The Lower Density Residential Alternative would generate an estimated 135,700 vehicle trips per day, which is comparable to the 138,250 vehicle trips generated by the current Menifee North Specific Plan proposed; however, the specific impacts and mitigations associated with Menifee North traffic volumes or any Alternatives will be determined as the Menifee Area Traffic Model is implemented.

Public Facilities: This Alternative proposes 255 fewer residential units than the Menifee North Specific Plan which is the subject of this Draft EIR. In addition, Commercial Business Park and Industrial Park acreage is decreased from 599.3 acres to 558.5 acres. It is estimated that an average day demand for 3.8 MGD of water would result from implementation of this Alternative, while an estimated 2.56 MGD of sewage would be generated by these proposed uses. The current project proposal requires 3.86 MGD of water and generates 2.64 MGD of sewage. On- and off-site water and sewer improvements would still be required in order to accommodate the proposed development within the Eastern Municipal Water District. Impacts and Mitigations relative to Fire and Police Protection would be similar to those discussed in the Draft EIR, with 14.3 sheriff deputies needed to serve the projected population, compared to the 15.9 deputies needed by the current project proposal. The project applicant would be required to participate in an existing Fire Protection Impact Mitigation Program (\$400.00 per d.u.) that provides funds



to be used to build or upgrade surrounding stations. Approximately 2,615 students would be generated by the 2,399 units proposed by this Alternative, compared to the 2,893 students generated by the current project proposal. Of the 2,615 students generated by this Alternative, 1,799 are elementary school students impacting the Romoland School District. The 288 Middle and 528 High School students would also require accommodation within the already overcrowded Perris Union High School Districts. Mitigations for impacts to schools would be similar to those discussed in the Draft EIR. In terms of parks and recreation requirements, the lower population generated by this Alternative would generate less demand for regional parks and put less pressure on other recreational facilities in the area. In order to meet Quimby Act requirements of 3 acres of local park per 1,000 in population, 18 acres of parks would be required to accommodate the 6,213 persons generated by this Alternative (assuming 2.59 persons per d.u.). The 31 acres of parks proposed by this Alternative satisfies this requirement. This Alternative would generate an estimated 35 tons of solid waste per day, incrementally shortening the lifespan of the Double Butte and/or Lambs Canyon Landfill.

Utilities: This Alternative would require 89,519,359 kwh of electricity per year and 36,463,193 c.f. of natural gas per month.

### **REASONS FOR REJECTION OF THE LOWER DENSITY RESIDENTIAL ALTERNATIVE**

The Lower Density Residential Alternative results in an insignificant decrease in traffic volumes, accompanied by similarly insignificant reduced impacts in the areas of noise and air quality. As this Alternative proposes 255 fewer residential units than the current project proposal (9.6% reduction), incrementally reduced impacts in the areas of public facilities and utilities also result. These incremental reductions do not eliminate any anticipated "significant" impacts associated with the current project proposal. Similar impacts are anticipated in the areas of Seismic Safety, Slopes and Erosion, Hydrology and Water Quality, Biology, and Agriculture. This Alternative results in reduced impacts in terms of land use compatibility with existing rural densities found in the Romoland community to the north. This Alternative also proposes fewer units within the portion of the site impacted by the 65 CNEL noise contour generated by March Air Force Base, eliminating a "significant" project impact compared to the current project proposal. Therefore, the project is considered to be "environmentally superior" to the current development proposal. Because this Alternative increases the proportion of large lot development and reduces the proportion of more "affordable" densities, this Alternative precludes the planning objective of "Reflecting anticipated marketing needs and public demand by providing a range of housing types which will be marketable within the developing economic profile of Southern Perris Valley Area as well as the County of Riverside". Therefore, the Lower Density Residential Alternative was rejected.



**d. Reduced Intensity Commercial/Business Park, Increased Residential Alternative**

This Alternative increases the number of proposed dwelling units from 2,654 as presently proposed, to 3,249 units, an increase of 595 units (22.4%) and decreases Commercial, Industrial Park, Business Park and Commercial/Business Park acreage from 599.3 acres as presently proposed to the 545.9 acres proposed by this Alternative (see Figure V-21, Reduced Intensity Commercial/Business Park, Increased Residential Alternative.) This is accomplished by decreasing Commercial acreage to 108.1 acres from the 166.3 acres proposed by the current project and by decreasing Commercial/Business Park acreage from 70.1 acres to 25.9 acres. This Alternative increases Business Park acreage from 165.4 acres as presently proposed to the 214.4 acres proposed by this Alternative. Business Park use generates much lower traffic generation rates than Commercial; therefore, it is still considered a reduced "intensity" use compared to the current project proposal. Planning Areas 6, 7, and 10, portions of which lie within the 65 CNEL contour from March Air Force Base, are converted from single-family use to Business Park, which is considered to be an acceptable use within the 65 CNEL contour. This Alternative proposes that Planning Area 5 be developed as "S.F. 1 d.u./acre" in order to increase compatibility with existing rural densities found in Romoland to the north. The following Statistical Abstract results:

**REDUCED INTENSITY COMMERCIAL/BUSINESS PARK, INCREASED  
RESIDENTIAL ALTERNATIVE**

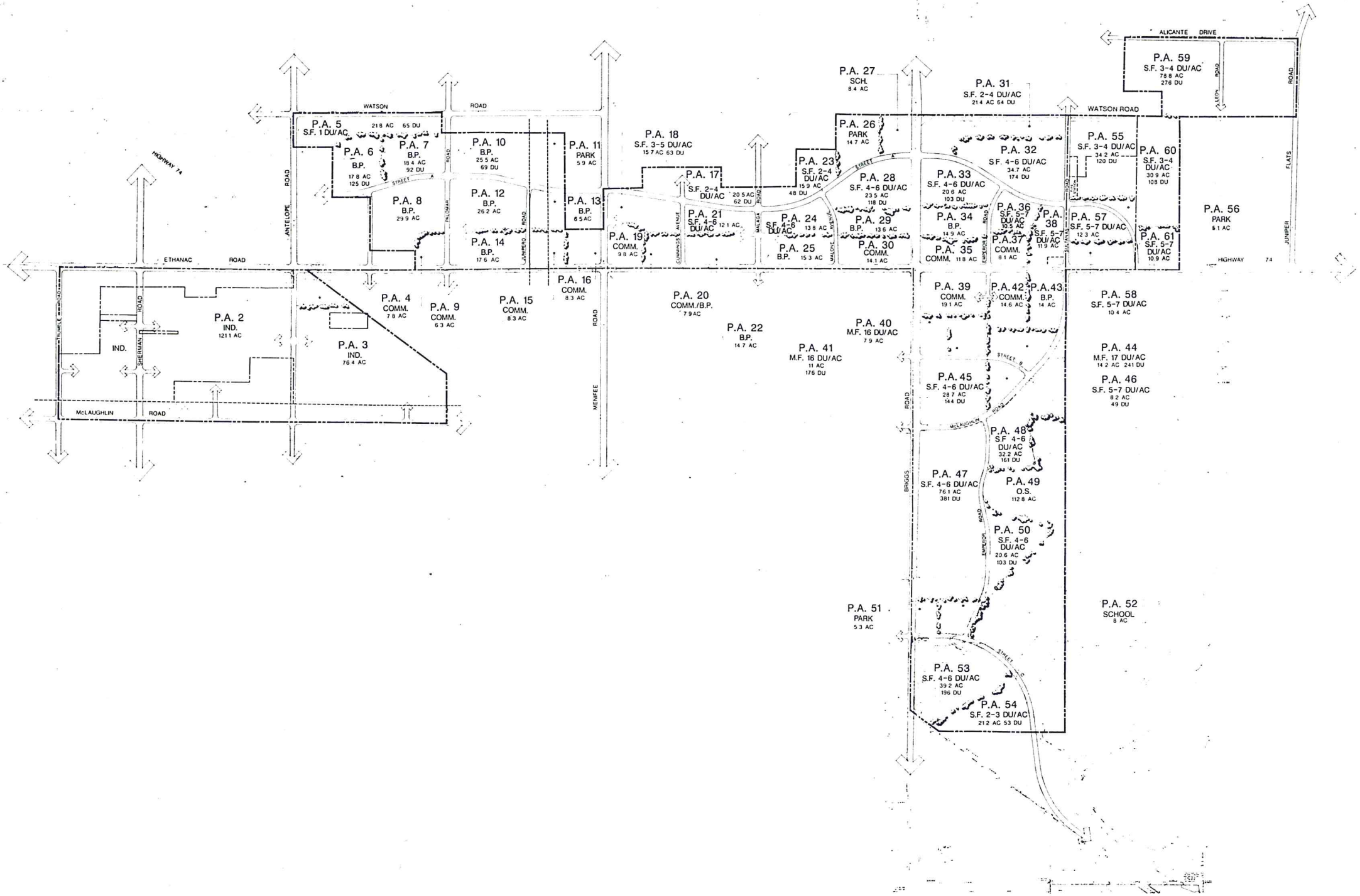
**LAND USE**

<u>Residential</u>	<u>Acreage</u>	<u>Density</u>	<u>Dwelling Units</u>
Single Family			
1.0 d.u./ac	21.8	1.0 d.u./ac.	21
2-3 d.u./ac.	21.2	2.5 d.u./ac.	53
2-4 d.u./ac.	57.8	3.0 d.u./ac.	174
3-4 d.u./ac.	143.9	3.5 d.u./ac.	504
3-5 d.u./ac.	15.7	4.0 d.u./ac.	63
4-6 d.u./ac.	301.5	5.0 d.u./ac.	1,508
5-7 d.u./ac.	64.2	6.0 d.u./ac.	383
Multi-Family			
16 d.u./ac.	18.9	16.0 d.u./ac.	302
17 d.u./ac.	<u>14.2</u>	<u>17.0 d.u./ac.</u>	<u>241</u>
Subtotal	659.2	4.93 d.u./ac.	2,249





REDUCED INTENSITY  
BUSINESS PARK/  
COMMERCIAL,  
INCREASED  
RESIDENTIAL  
ALTERNATIVE



LAND USE	ACREAGE	DENSITY	DWELLING UNITS
RESIDENTIAL			
SINGLE FAMILY			
1.0 DU/AC	21.8 AC	1.0 DU/AC	21
2-3 DU/AC	21.2 AC	2.5 DU/AC	53
2-4 DU/AC	57.8 AC	3.0 DU/AC	174
3-4 DU/AC	143.9 AC	3.5 DU/AC	504
3-5 DU/AC	15.7 AC	4.0 DU/AC	63
4-6 DU/AC	301.5 AC	5.0 DU/AC	1,508
5-7 DU/AC	64.2 AC	6.0 DU/AC	383
MULTI-FAMILY			
16 DU/AC	18.9 AC	16.0 DU/AC	302
17 DU/AC	14.2 AC	17.0 DU/AC	241
SUBTOTAL	659.2 AC	4.93 DU/AC	3,249
COMMERCIAL			
COMMERCIAL/BUSINESS PARK	108.1 AC		
BUSINESS PARK	25.9 AC		
INDUSTRIAL	214.4 AC		
SCHOOL	197.5 AC		
PARK	16.4 AC		
OPEN SPACE	31.0 AC		
ROADS	112.8 AC		
DRAINAGE CHANNELS	164.5 AC		
EASEMENTS	16.9 AC		
FIRE STATION	44.9 AC		
EXISTING USES	1.7 AC		
PROJECT TOTALS	73.6 AC		
	1,666.9 AC		

FIGURE V-21





	108.1
Commercial	25.9
Commercial/Business Park	214.4
Business Park	197.5
Industrial	16.4
School	31.0
Park	112.8
Open Space	164.5
Roads	16.9
Drainage Channels	44.9
Easements	1.7
Fire Station	73.6
Existing Uses	
Project Totals	1,666.9

As with the current project proposal, a General Plan Amendment and Zone Change is required to accommodate the proposed Specific Plan. This Alternative achieves an overall density of approximately 4.93 d.u./acre, compared to the 4.5 d.u./acre achieved by the current Menifee North Specific Plan.

Impacts of this Alternative would be essentially the same as the currently proposed Menifee North Specific Plan in the following areas: Seismic Safety; Slopes and Erosion; Hydrology and Water Quality; Wildlife/Vegetation; Agriculture and Historic and Prehistoric Resources. Impacts of the Reduced Intensity Business Park/Commercial, Increased Residential Alternative would be altered in the following areas.

Noise: Due to the 31.9% increase in vehicle trips associated with this Alternative (as discussed under "Circulation" below), both on-and off-site noise impacts will also be increased by approximately 31.9%. Due to other planned development in the area which has already been approved, there will be an increase in traffic noise in the surrounding area regardless of which Alternative of the Menifee North Specific Plan is implemented. As with the current project proposal, a more detailed acoustical analysis would be required at the tract map stage for uses proposed along Highway 74, Menifee Road and Briggs Road in order to determine the height and location of specific noise barriers which may be required to achieve acceptable interior and exterior noise levels. This Alternative proposes Business Park use within the portion of the site impacted by the March Air Force Base 65 CNEL noise contour (Planning Areas 5, 6, 7 and 10). Business Park use is generally compatible with the 65 CNEL contour, according to the 1984 Air Installation Compatible Use Zone (AICUZ) Report.

Climate and Air Quality: The 182,405 vehicle trips generated by this Alternative will result in 1,824,050 vehicle miles travelled per day (assuming 10.0 mile average trip length), compared to 1,382,500 vehicle miles travelled per day with the current project

proposal. These additional trips will increase pollutant emissions and project impacts by approximately 31.9%. As with the current project proposal, this is a significant impact.

Circulation: Construction of this Alternative would generate approximately 182,405 trips per day, compared to the 138,250 trips generated by the current project proposal, as follows:

<u>Land Use</u>	<u>Generation Factor</u>	<u>ADT</u>
2,706 single-family d.u.	9.55 trips per d.u.	25,842
543 multi- family d.u.	6.60 trips per d.u.	3,584
108.1 acres Commercial (1,601,000 s.f.)	70.0 trips per 1,000 s.f.	112,070
240.3 acres Business Park (3,558,939 s.f.)	14.37 trips per 1,000 s.f.	51,142
197.5 acres Industrial (2,962,500 s.f.)	6.97 trips per 1,000 s.f.	20,648
Schools (1200 students)	1.09 trips per student	<u>1,308</u>
SUBTOTAL		214,594
15% Reduction for double-counting of trips		<u>-32,189</u>
		182,405

This Alternative generates 44,155 additional vehicle trips compared to the current Specific Plan proposal, an increase of 31.9%; however, the specific impacts and mitigations associated with Menifee North traffic volumes or any alternatives will be determined as the Menifee Area Traffic Model is implemented.

Open Space and Conservation: As is the case with the current project proposal, this Alternative would result in development of urban uses on the site, precluding future use of the site for agriculture and reducing the amount of open space in the area. This Alternative would also require a General Plan and Zone Change to accommodate the proposed "Specific Plan" designation. This Alternative proposes a comparable amount of open space acreage (112.8 acres) as the current project proposal; therefore, impacts related to loss of open space are the same.



Public Facilities: This Alternative increases the number of proposed dwelling units from 2,654 as presently proposed, to 3,249 units, an increase of 595 units (22.4%) and decreases Commercial, Industrial Park, Business Park and Commercial/Business Park acreage from 599.3 acres as presently proposed to the 545.9 acres proposed by this Alternative (see Figure V-21, Reduced Intensity Commercial/Business Park, Increased Residential Alternative.) It is estimated that an average day demand for 4.35 MGD of water would result from implementation of this Alternative, while an estimated 2.82 MGD of sewage would be generated by these proposed uses. On- and off-site water and sewer improvements would still be required in order to accommodate the proposed development within the Eastern Municipal Water District. Impacts and Mitigations relative to Fire and Police Protection would be similar to those discussed in the Draft EIR, with 19.4 sheriff deputies needed to serve the projected population, compared to the 15.9 deputies needed by the current project proposal. The project applicant would be required to participate in an existing Fire Protection Impact Mitigation Program (\$400.00 per d.u.) that provides funds to be used to build or upgrade surrounding stations. Approximately 3,542 students would be generated by the 3,249 units proposed by this Alternative, compared to the 2,893 students generated by the current project proposal. Of the 3,542 students, 2,437 are elementary school students impacting the Romoland School District. The 390 Middle and 715 High School students would also require accommodation within the already overcrowded Perris Union High School Districts. Mitigations for impacts to schools would be similar to those discussed in the Draft EIR. In terms of parks and recreation requirements, the increased population generated by this Alternative would increase the demand for regional parks and other recreational facilities in the area. In order to meet Quimby Act requirements of 3 acres of local park per 1,000 in population, 25.2 acres of parks would be required to accommodate the 8,415 persons generated by this Alternative (assuming 2.59 persons per d.u.). The 31 acres of parks proposed by this Alternative satisfies this requirement. This Alternative would generate an estimated 47 tons of solid waste per day, incrementally shortening the lifespan of the Double Butte and/or Lambs Canyon Landfill.

Utilities: This Alternative would require 92,997,738 kwh of electricity per year and 41,103,349 c.f. of natural gas per month.

### **REASONS FOR REJECTION OF THE REDUCED INTENSITY COMMERCIAL/BUSINESS PARK, INCREASED RESIDENTIAL ALTERNATIVE**

This Alternative results in slightly increased impacts in the areas of traffic, noise, air quality, and public facilities and utilities. Similar impacts are anticipated in the areas of Seismic Safety, Slopes and Erosion, Hydrology and Water Quality, Biology, Agriculture. Therefore, the project is not considered to be "environmentally superior" to the current development proposal. This Alternative increases the number of proposed dwelling units from 2,654 as presently proposed, to 3,249 units and decreases Commercial, Business Park and Commercial/Business Park acreage. The increase in residential use, which increases the need for public facilities and services, combined with the decreased Commercial/

Business Park acreage will reduce the amount of revenue generated to the County. This factor, in conjunction with the increased environmental impacts described above, contributed to the rejection of this Alternative.



#### **4. GROWTH-INDUCING IMPACTS OF THE PROPOSED PROJECT**

The Menifee North Specific Plan proposes 2,654 dwelling units, 166.3 acres of commercial use, 70.1 acres of Commercial/Business Park, 165.4 acres of Business Park, 197.5 acres of Industrial, 26.7 acres of schools, 30.3 acres of parks and 112.0 acres of open space. The project site is located in the Romoland/Homeland, Southern Perris area that is largely rural in nature at the present time, but is proposed for development with urban uses.

Resulting from development of a proposed Specific Plan community are growth impacts to support systems which would support such a community, including the road system, utilities and services, community and economic institutions which are demanded by a new community, as well as additional medical, educational and cultural needs, such as hospital, school systems and museums and libraries. However, some of these needs will be met through the development of the Menifee North Specific Plan itself which includes residential, commercial, business park, recreational and educational land uses. Other approved and proposed Specific Plan projects in the area (as described below) will also satisfy many of the needs of residents of Menifee North. Project phasing is expected to help regulate growth.

As discussed in Section V.H.1, Cumulative Impacts, and as can be seen on Table XXII, Other Development Proposed and Approved in the Area, the Menifee North project site is located in a transitional area. The approved Menifee Village Specific Plan located south of Simpson Road and west of Briggs Road includes 5,589 dwelling units and 169 acres of commercial/business park uses, as well as a 100-acre Community College, a 36-hole golf course, two elementary schools and a junior high school. The Menifee North Specific Plan is bordered on the south and west by the proposed 1,291-acre Menifee Ranch Specific Plan 259, which is presently in agricultural use but proposes approximately 4,538 dwelling units, along with Town Center, Commercial, 100 acres of Schools, Parks, etc. The proposed 241-acre Menifee Estates Specific Plan 268 is generally located south of McCall Boulevard and east of Briggs Road. Though also presently in agricultural use, this project proposes the construction of 953 dwelling units. Also in the general project area is the proposed Menifee East Specific Plan 247 which proposes 1,467 dwelling units and 17 acres of Commercial use. As these and many other development proposals in the area have already been formulated, they cannot be considered a result of "growth-inducing" impacts from the Menifee North Specific Plan.

Conversely, to the southwest, north and east of the site are areas presently developed at "rural densities" or in agricultural and open space uses. It is these areas that are most susceptible to growth inducing impacts. Development of the project site will include provision or extension of roadways, critical utility and energy systems which could eliminate potential constraints and increase financial incentives for development and serve as a growth-inducement.



5. **THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY**

The project site is currently undeveloped supporting limited agricultural uses. The property contributes to the overall rural character of the area. This land use conversion sacrifices any long-term productivity associated with the current use. It is doubtful, given the approvals recently granted for surrounding properties, that the subject property will remain non-urban over the long term. If the proposed project is approved, the long-term effect will be to convert the vacant property to residential, commercial, business park, industrial and open space and recreational uses. In relation to this process, the characteristics of the physical, biological and human environment will be impacted, as with any form of urbanization, as discussed in Section C., Environmental Hazards and Resources Element. Consequences include increased traffic volumes, incremental degradation of air quality, an incremental increase in the demand for public facilities and services, and in energy consumption. Current populations of some wildlife and vegetation species will be destroyed in those areas proposed for development.

Ultimate development of the Menifee North Specific Plan would create long-term environmental consequences that are connected with any form of urbanization. However, the proposed project has been designed to benefit the Riverside County and local area housing/job opportunities. The proposed project will ultimately provide for a long-term productivity which appears highly compatible with human needs and growth pressures in the area. The project would provide increased opportunities for housing, commercial, industrial and recreational services. The project is also intended to be compatible with surrounding future urban uses.



6. **IRREVERSIBLE/IRRETRIEVABLE COMMITMENT OF ENERGY SUPPLIES AND OTHER RESOURCES SHOULD THE PROJECT BE IMPLEMENTED**

Approval of the Menifee North Specific Plan would constitute the County of Riverside's intent to allow the development of the project site as proposed. Implementation of the proposed Specific Plan would result in the following primary environmental changes:

1. Permanent commitment of land which will be physically altered to create access roads, home sites, school sites, commercial, industrial uses and open space and recreational uses.
2. Removal of limited agricultural land uses as well as biological resources in order to develop various aspects of the project.
3. Alteration of the human environment as a consequence of the development process. The project, which represents a commitment of land to urban use, continues the trend toward urbanization of these resources.
4. Increased requirements for public services and utilities by the project residents, representing a permanent commitment of these resources.
5. Utilization of various new materials, such as lumber, sand and gravel for construction. Some of these resources are already being depleted worldwide. The energy consumed in developing and maintaining the site for urban use may be considered a permanent investment.

## **7. PROJECT CORRESPONDENCE**

The correspondence listed below has been received, considered and is included in Technical Appendix A, Initial Study and Project Correspondence.

- Riverside County Fire Department
- California Institute of Technology
- Eastern Information Center Archaeological Research Unit
- State of California Department of Parks and Recreation
- Office of Agricultural Commissioner and Weights and Measures
- Southern California Gas Company
- Perris Union High School District
- Romoland School District
- State of California Department of Transportation
- Office of Road Commissioner and County Surveyor
- State of California Department of Food and Agriculture
- California Regional Water Quality Control Board, Santa Ana Region
- Valleywide Recreation and Park District



8. **ORGANIZATIONS AND PERSONS CONSULTED**

a. **Technical Reports**

Christopher E. Drover, Ph.D  
Consulting Archaeologist  
13522 Malena Drive  
Tustin, California 92680

A Cultural Resource Inventory, The Menifee North Project Near Hemet, California. March 1989.

S. Gregory Nelson  
Consulting Biologist  
24230 Delta Drive  
Diamond Bar, California 91765

Biological Assessment, Menifee North Project, Western Riverside County. February 1989.

Paul E. Langenwaller II  
Heritage Resource Consultants  
P.O. Box 1674  
La Mirada, California 90637

A Paleontological Survey and Assessment of the Menifee-North Property, Romoland Riverside County, California. March 1989.

Mestre Greve Associates  
280 Newport Center Drive, Suite 230  
Newport Beach, California 92660

Noise Assessment for the Menifee North Specific Plan, County of Riverside. December 1989.

Robert Kahn, John Kain & Associates  
4101 Birch Street, Suite 100  
Newport Beach, CA 92660

Menifee North Specific Plan 260 Traffic Analysis, April 19, 1991

