

4.11 LAND USE AND PLANNING

4.11.1 Introduction

This section describes the existing land uses on the Project site and in its vicinity and evaluates the compatibility of the proposed Project with surrounding land uses and relevant policy and planning documents. The consistency analysis presented in this section was prepared in compliance with *California Environmental Quality Act Guidelines (State CEQA Guidelines)* Section 15125(d).

Information presented in this section is based on information provided in the City of Menifee General Plan, the City's General Plan Land Use Map, the City's Zoning Code, the City's Zoning Map, the Riverside County General Plan, and the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). In addition, pursuant to *State CEQA Guidelines* Section 15125(d), this Environmental Impact Report (EIR) evaluates the Development Project's consistency with other applicable planning documents as they related to specific topical sections within **Chapter 4.0**.

4.11.2 Scoping Process

The City of Menifee (City) received ten comment letters during the public review period of the Notice of Preparation (NOP). For copies of the NOP comment letters, refer to **Appendix A-1** of this EIR. Three comment letters included comments related to land use and planning. Those comment letters are summarized as follows:

- The Riverside County Airport Land Use Commission (ALUC) required review of the project due to its location in Zone E of the March Air Reserve Base's Airport Influence Area, and the project's proposed legislative actions. The ALUC approval letter dated November 16, 2022 can be found in **Appendix H-4**.
- Mike Tunney from Howard Industrial Partners requested confirmation that the Menifee Valley Specific Plan project would analyze the build out of the Menifee North Specific Plan and another proposed project as part of the cumulative analysis.
- The Southern California Association of Governments (SCAG) requested environmental documentation of the proposed project once available for full review. SCAG encouraged the use of a side-by-side comparison of SCAG Connect SoCal goals with the proposed project. SCAG also recommended that the Final Program Environmental Impact Report for Connect SoCal be reviewed for guidance in crafting mitigation measures as appropriate.

4.11.3 Methodology

The impact analysis presented in this Land Use and Planning section evaluates potential physical impacts of the proposed Project on land use compatibility and considers whether the proposed Project would result in a conflict with relevant land use plans, policies, or regulations contained in applicable planning documents adopted by the City and other agencies for the purpose of avoiding or mitigating an environmental effect that could cause a significant environmental impact.

This section also analyzes the proposed Project's consistency with applicable land use plans. A project's inconsistency with a plan or policy is only considered significant if such inconsistency would

result in a significant physical environmental impact.¹ This EIR section determines whether or not the proposed Project would conflict with any adopted land use policies or programs that would result in such an impact. Under this approach, a policy or program conflict is not in and of itself considered a significant environmental impact. An inconsistency between the proposed Project and an applicable plan is a legal determination that may or may not indicate the likelihood of an environmental impact. In some cases, an inconsistency may result in an underlying physical impact that is significant and adverse.

4.11.4 Existing Environmental Setting

The approximately 590.3-acre Project site and the 59 acres of off-site improvement areas around the perimeter of the Project site are located in Menifee, in Riverside County. The site is bounded by State Route 74 (SR-74) and the Menifee North Specific Plan (SP) to the north; Menifee Road and the Southern California Edison (SCE) San Jacinto Valley Service Center to the west; Matthews Road and an abandoned railroad and residences to the south; and Heritage High School, Briggs Road, and fallow agricultural land and residential development to the east. Briggs Road also serves as the eastern boundary of Menifee and abuts unincorporated Riverside County. The Project site is undeveloped fallow agricultural land, with several dry drainage channels transecting the northern portion of the Project site. Overhead powerlines transect the Project site. No structures, paved roads, or other improvements exist on the Project site. One pad-mounted transformer can be found in the northwest portion of the Project site. A granitic hill can be found on the southeastern corner of the Project site.

The Project site has the following General Plan land use and zoning designation: Menifee Valley Ranch SP (SP 301), which includes parks, open space, greenbelt, and residential uses at various densities including medium high (5.1–8 dwelling units per acre) and medium (2.1–5 dwelling units per acre). SP 301 does not provide for commercial, retail, industrial, or civic uses.

Adjacent properties have the following General Plan land use/zoning designations:

- **North:** Menifee North Specific Plan (north of SR-74)
- **West:** Public Facilities (PF) and Commercial Retail (CR)
- **East:** Unincorporated Riverside County and Menifee North Specific Plan
- **South:** Menifee Valley Ranch Specific Plan

Refer to **Figure 3.3** in **Chapter 3.0** for the existing land use patterns on the Project site and adjacent properties. Refer to **Figure 3.5** in **Chapter 3.0** for the existing land use designations of the Project site and adjacent areas.

4.11.5 Regulatory Setting

4.11.5.1 Federal Regulations

There are no federal regulations applicable to the proposed Project regarding land use and planning.

¹ *State CEQA Guidelines* Section 15382.

4.11.5.2 State Regulations

California State Planning and Zoning Law. This law, which is codified in California Government Code Sections 65000–66037, delegates most of the State’s local land use and development decisions to cities and counties. The California Government Code establishes specific requirements pertaining to the regulation of land uses by local governments, including general plan requirements, specific plans, subdivisions, and zoning. California Government Code Section 65302 requires that all California cities and counties include the following seven elements in their general plan: land use, circulation, housing, conservation, open space, noise, and safety. Cities and counties in the South Coast Air Quality Management District must also address air quality in their general plans. Cities and counties that have identified disadvantaged communities must also address environmental justice in their general plans, including air quality.²

Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375). Senate Bill 375 (SB 375) was enacted to reduce greenhouse gas emissions from automobiles and light trucks through integrated transportation, land use, housing, and environmental planning. This statute requires California’s regional planning agencies to include a Sustainable Communities Strategy (SCS) or an Alternative Planning Strategy (APS)³ in their Regional Transportation Plans (RTP). The SCS provides a plan for meeting the regional emissions reduction targets established by the California Air Resources Board (ARB). SB 375 also offers local governments regulatory and other incentives to encourage more compact new development and transportation alternatives.

The requirements of SB 375 are reflected in the 2020 RTP/SCS adopted by SCAG, which serves as the regional planning agency in the six-county metropolitan region composed of Orange, Los Angeles, Ventura, Riverside, San Bernardino, and Imperial Counties. The 2020–2045 RTP/SCS is discussed in further detail below.

Government Code 66300 et seq. (Housing Crisis Act). Government Code 66300 et seq. has restrictions on implementing new development policies, standards, or conditions that may restrict housing developments, including any initiatives or referendums voted into law by the general populace. Cities and counties are restricted from implementing any new development policies, standards, or conditions that have any of the following effects with respect to residential land use:

- A change to the general plan land use designation, specific plan land use designation, or zoning that results in a less intensive use. Less intensive use means, for example: (i) reductions in height, density, or floor area ratio, (ii) new or increased open space or lot size requirements, (iii)

² Senate Bill 1000 (SB 1000), adopted in 2016, requires both cities and counties that have disadvantaged communities to incorporate environmental justice (EJ) policies into their general plans, either in a separate EJ element or by integrating related goals, policies, and objectives throughout the other elements. This update, or revision if the local government already has EJ goals, policies, and objectives, must happen “upon the adoption or next revision of two or more elements concurrently on or after January 1, 2018.”

³ If the emissions reduction targets cannot be met through the SCS, an APS would be prepared that demonstrates how the reduction targets would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies.

new or increased setback requirements, minimum footage requirements, or maximum lot coverage limitations, and (iv) anything that would lessen the intensity of housing.

- A reduction of the intensity of land use within an existing general plan land use designation, specific plan land use designation, or zoning below what was allowed under the applicable land use designation and zoning ordinance in effect as of January 1, 2018, unless the City concurrently designates for residential use and rezones other land in the city in order to ensure there is no net loss in residential capacity in the city.
- A moratorium, or similar restriction or limitation, on housing development, including mixed-use development, unless it is necessary to specifically protect against an imminent threat to the health and safety of persons in the affected jurisdiction.
- After January 1, 2020, any new design standards that are not objective design standards.
- Enforcement of any rule that: (i) limits land use approvals or limits the issuance of permits necessary for the approval and construction of housing, (ii) imposes a cap on the number of housing units, or (iii) limits the population. This restriction, however, does not apply to any laws passed prior to January 1, 2005, in cities or counties that are predominantly agricultural.
- Demolishing any existing housing units, unless the housing development project would create at least as many housing units.

4.11.5.3 Regional Regulations

The Project site is covered by several planning documents and programs that have varying degrees of regulation over use of the Project site. The following paragraphs discuss regional regulations, plans, and policies applicable to the Project site that are analyzed in this EIR section.

Southern California Association of Governments (SCAG). As discussed above, regional planning in Orange, Los Angeles, Ventura, Riverside, San Bernardino, and Imperial Counties is conducted by SCAG. SCAG is also the federally designated Metropolitan Planning Organization (MPO) for these six counties. As the designated MPO, SCAG is mandated by the federal government to research and prepare plans for transportation, a growth forecast, hazardous waste, and air quality. The growth forecast serves as the foundation of these plans. Of the various plans adopted by SCAG, the Regional Comprehensive Plan and the 2020–2045 RTP/SCS are relevant to the proposed Project.⁴

Regional Comprehensive Plan and Guide. In 2008, SCAG adopted the Regional Comprehensive Plan (RCP) for the purpose of providing a comprehensive strategic plan for defining and solving housing, traffic, water, air quality, and other regional challenges. The 2008 RCP has two primary objectives in implementing this strategic plan: (1) integrating transportation, land use, and air quality planning approaches, and (2) outlining key roles for public and private sector stakeholders to implement reasonable policies regarding transportation, land use, and air

⁴ Southern California Association of Governments. September 2020. 2020-2045 RTP/SCS. Website: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan_0.pdf?1606001176 (accessed August 9, 2022).

quality approaches. While the 2008 RCP outlines several policies to inform local decision-makers within the SCAG region with respect to policy and planning decisions, these policies are considered recommendations and are not mandated by law. With respect to land use policy, the 2008 RCP includes a Land Use and Housing chapter that aims to link land use and transportation planning decisions to the projected population and economic growth in the SCAG region. Specifically, the Land Use and Housing chapter of the 2008 RCP promotes sustainable planning for land use and housing in the SCAG region by maximizing the efficiency of the existing circulation network, providing a greater variety in housing types, promoting a diverse and growing economy, and protecting the existing natural environment. The 2008 RCP identifies 2 percent Strategy Areas as part of the Sustainability Planning Grant (formerly known as Compass Blueprint growth vision); however, these areas have since been updated and replaced by the High-Quality Transit Areas (HQTAs) identified in the 2016–2040 RTP/SCS.

Regional Transportation Plan/Sustainable Communities Strategy. On September 3, 2020, SCAG’s Regional Council unanimously voted to approve and fully adopt Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy). Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, between planning strategies, and between the people whose collaboration can improve the quality of life for Southern Californians, including consideration of housing-jobs balance within the region. Connect SoCal was developed through a 4-year planning process involving rigorous technical analysis, extensive stakeholder engagement, and robust policy discussions with local elected leaders, who make up SCAG’s policy committees and Regional Council. SCAG’s leadership explored the challenges and barriers to the transformative change the region needs to address demographic and economic shifts, including an increasingly aging and economically inequitable society. SCAG’s analysis considered both the physical constraints and economic barriers of continuing to grow rapidly on the fringes of the region. SCAG’s policy committees reviewed and discussed emerging technologies and transportation innovations aimed at relieving congestion, while reducing emissions. The following goals in the 2020–2045 RTP/SCS are applicable to the proposed Project:

1. Encourage regional economic prosperity and global competitiveness.
2. Reduce greenhouse gas emissions and improve air quality.
3. Support healthy and equitable communities.
4. Adapt to a changing climate and support an integrated regional development pattern and transportation network.
5. Promote conservation of natural and agricultural lands and restoration of habitats.

Riverside County Multiple-Species Habitat Conservation Plan. The Western Riverside County Multiple-Species Habitat Conservation Plan (MSHCP)⁵, implemented in 2003 by the Western Riverside County Regional Conservation Authority (RCA), covers 1.26 million acres (1,970 square

⁵ County of Riverside. 2004. Western Riverside County Multiple Species Habitat Conservation Plan. Website: <https://www.rctlma.org/Portals/0/mshcp/volume1/index.html> (accessed August 4, 2022).

miles), 146 species, and 14 natural communities, extending from the western county boundary to the San Jacinto Mountains. Approximately 506,000 acres of land within the MSHCP are planned for conservation.⁶

The purpose of the MSHCP is to conserve large contiguous blocks of habitat to maintain species richness and density, to ensure population viability, to protect habitats from development encroachment, and to reduce nonnative species invasion. The MSHCP is divided into Criteria Areas. The Criteria Area consists of quarter-section (161-acre) criteria cells within the MSHCP planning boundary that would be used to assemble 153,000 acres of new conservation land (the Conservation Area). The MSHCP provides for the assembly of a Reserve consisting of Core Areas and Linkages for the conservation of Covered Species. The MSHCP provides an incentive-based program, the Habitat Evaluation and Acquisition Negotiation Strategy, for adding land to the MSHCP. A Core is the largest planning unit, and its extent is large enough to support populations of several species. A Linkage is a habitat connection between Cores that is wide and long enough to provide live-in habitat and movement corridors for plants, herbivores, and carnivores. Projects in proximity to the MSHCP Conservation Area may result in edge effects that would adversely affect biological resources within the MSHCP Conservation Area. MSHCP Urban/Wildlands Interface Guidelines (MSHCP Section 6.1.4) are intended to reduce such indirect effects. The MSHCP requires focused surveys for special status plant and animal species for project sites within designated survey areas when potential suitable habitat is present. In addition to species that have designated survey areas, surveys for listed riparian birds are required when suitable riparian habitat is present, and surveys for listed fairy shrimp species are required when vernal pools or another suitable habitat is present.

Goals for each special status species are identified in the MSHCP. A development project subject to the MSHCP must either demonstrate that the conservation goals for each covered species identified on site have been met or prepare a Determination of Biologically Equivalent or Superior Preservation (DBESP) Report enumerating mitigation measures to achieve equivalent or superior preservation for each not conserved covered species through deed restriction, conservation easement, or other appropriate method. Mitigation measures may include restoration and/or enhancement of on-site and/or off-site habitat. The Project site is within the MSHCP plan area; however, it is not within any criteria cells.

4.11.5.4 Local Regulations

City of Menifee General Plan. The City of Menifee adopted its current General Plan in 2013, with updated Circulation and Housing elements adopted in 2020 and 2021, respectively. The Land Use Element outlines where and how the City of Menifee would develop. The proposed Project would be required to comply with land use designations outlined in the City's General Plan.

City of Menifee Development Code. Chapter 9.110 Specific Plans of the Menifee Development Code establishes uniform procedures for the adoption and implementation of Specific Plans. A Specific Plan is required to include a text and diagram which contain all of the provisions outlined in Government Code Sections 65450 through 65457, in addition to all data and related exhibits

⁶ Western Riverside County Regional Conservation Authority. 2022. RCA MSHCP Information Map. Website: <https://wrcrca.maps.arcgis.com/apps/webappviewer/index.html?id=a73e69d2a64d41c29ebd3acd67467abd> (accessed August 4, 2022).

required by the Community Development Department. A Specific Plan may be adopted by the City Council if the following determinations are made:

- The proposed Specific Plan is consistent with the General Plan;
- The proposed Specific Plan would not be detrimental to the environment, or to the public interest, health, safety, convenience, or welfare of the city;
- The subject property is physically suitable for the requested land use designation(s) and the anticipated development(s); and
- The proposed Specific Plan shall ensure development of desirable character, which would be compatible with existing and proposed development in the surrounding neighborhood.

March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. The Project site is located approximately 10.33 miles southeast of March Air Reserve Base (MARB), within Compatibility Zone E. Refer to **Section 4.9** for airport safety hazard discussion.

4.11.6 Thresholds of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the *State CEQA Guidelines*. Therefore, significance determinations utilized in this section are from Appendix G of the *State CEQA Guidelines*. According to Section VIII of Appendix G to the *State CEQA Guidelines*, the proposed Project would result in a significant impact associated with land use and planning if the proposed Project or any proposed Project-related component would:

Threshold 4.11-1: Physically divide an established community.

Threshold 4.11-2: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

4.11.7 Project Impacts

The proposed Project proposes the approval of the Menifee Valley Specific Plan, which would facilitate the development of a 590.3-acre master planned community, consisting of 202.2 acres of residential uses, 44.5 acres of open space uses, 311.1 acres of commercial, business park, and public facility uses, and 32.4 acres of infrastructure.⁷ Refer to **Section 3.3** for descriptions of the proposed number of residential units and the square footages of anticipated building space in the civic node, business/commercial park, and commercial planning areas.

In addition to certifying the EIR, the Proposed Project includes a General Plan Amendment (GPA)⁸ that proposes to change the existing SP 301 designation of the site to Menifee Valley Specific Plan; a

⁷ Refer to Table 3.A in Section 3.3 Project Characteristics.

⁸ A GPA is an application that modifies the text, figures, or graphics contained within the General Plan. This may include, but is not limited to, changes from one General Plan designation to another designation for property within the city.

Change of Zone (CZ)⁹ that proposes to change the existing SP 301 designation to its own zoning designation; a Specific Plan Amendment (SPA)¹⁰ that proposes to split the existing SP-301 into two distinct Specific Plan areas; adoption of the Menifee Valley Specific Plan; approval of subdivision maps; and a Development Agreement.¹¹

The project includes physical disturbance to up to 59.0 acres for the installation of off-site improvements to support the operation and construction of the Proposed Project. These improvements include roadway improvements and subsurface utility line installations and connections along Briggs Road, Menifee Road, and SR-74; the installation of subsurface utility lines in the alignment of Matthews Road along segments of the project site’s southern boundary; and the installation of a nonvehicular bridge across Matthews Road and railroad tracks southwest of and parallel to Matthews Road to connect the project site with the Heritage Lake community to the south.

4.11.7.1 Physical Division of an Established Community

Threshold 4.11-1: Physically divide an established community.

On-Site Improvements. Historically, development has taken place around the Project site while the Project site has only been used for agricultural activities. Surrounding land uses include SR-74 and the undeveloped Menifee North Specific Plan (SP) to the north; Menifee Road and the SCE San Jacinto Valley Service Center to the west; Matthews Road, an abandoned railroad line, and residences to the south; and Heritage High School, Briggs Road, and fallow land and residences to the east. Single-family neighborhoods have developed south of Matthews Road and east of Briggs Road.

Under current Project site conditions, the railroad line and Matthews Road act as a distinct barrier within the current Menifee Valley Ranch SP area. Menifee Road and Briggs Road connect the Project site to the adjacent developed community of Heritage Lake across the railroad line.

For planning purposes, the Project proposes to separate out the undeveloped Project site from the current Menifee Valley Ranch SP 301 to the north. The Project occurs within an area already approved for SP 301 development since April 29, 1997 and has been considered in the development of local and regional plans developed after the approval of SP 301. The Project would bring additional traffic to the area because of the residential, open space, recreational, public facilities, and business and industrial operations that would be developed. The proposed on-site and off-site roadways along the perimeter of the site would be designed to connect the proposed Project to the surrounding areas. The proposed Project would include a bike- and pedestrian-only bridge that would connect the community of Heritage Lake to the Project site and two industrial collector streets and residential entry streets to provide additional vehicular connectivity to the surrounding

⁹ A CZ is a resolution that changes the zoning district classification of a particular parcel of land.

¹⁰ A SPA is like a GPA but for changing one Specific Plan designation to another designation for an area within the city.

¹¹ A Development Agreement executed between the City and the Specific Plan sponsor. The agreement refers to the proposed Specific Plan for the allowable land uses in the Specific Plan area and outlines other terms and conditions of approval associated with the Specific Plan’s approval and implementation.

areas. With these design features and due to the already dividing feature of the railroad tracks separating the Heritage Lake community and the future Menifee Valley Specific Plan area, the Project would have a **less than significant impact** on dividing an established community. No mitigation is required.

Off-Site Improvements. The proposed Project also would result in physical disturbance to up to 59.0 acres for the installation of off-site improvements including but not limited to widening of Menifee Road, SR-74, Matthews Road, and Briggs Road. The proposed roadway improvements and utility expansions would not physically divide an established community as these are occurring within public rights-of-way that connect the Project site to the surrounding communities. The roadway and utility improvements would facilitate connecting existing development to the Project site; therefore, impacts would be **less than significant**. No mitigation is required.

Off-Site Roadway Improvements. Implementation of the Project would also result in off-site roadway improvements to address traffic impacts in conflict with the General Plan Circulation Element policies that strive to maintain desired LOS. These roadway improvements, which include widening and additional turn lanes as required, include Matthews Road/Case Road (between McLaughlin Road and Ethanac Road), McLaughlin Road (between Matthews Road/Case Road and Menifee Road), and McCall Boulevard (between Encanto Drive and Menifee Road). These roadway improvements were identified in the General Plan Circulation Element and included in the Final General Plan Environmental Impact Report (EIR) certified by the City on December 18, 2013 (Certified 2013 EIR).

The Certified 2013 EIR found that implementation of the General Plan, which includes the off-site roadway improvements, would not physically divide an established community. Similar to the off-site improvements along Menifee Road, SR-74, Matthews Road, and Briggs Road, off-site roadway improvements along Matthews Road (Case Road), McCall Boulevard, and McLaughlin Road would be within public rights-of-way that connect the Project site to the surrounding communities. The roadway and utility improvements would facilitate connecting existing development to the Project site; therefore, impacts would be **less than significant**. No mitigation is required.

Level of Significance Prior to Mitigation: Less Than Significant Impact.

Regulatory Compliance Measures and Mitigation Measures: No Compliance Measures or Mitigation Measures are Required.

Level of Significance After Mitigation: Less Than Significant Impact.

4.11.7.2 Conflict with Land Use Plans, Policies, or Regulations

Threshold 4.11-2: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

City of Menifee General Plan The City of Menifee General Plan land use designation on the Project site is Menifee Valley Ranch Specific Plan, which includes parks, open space, greenbelt, and residential at various densities, including medium high and medium densities. The Menifee Valley Ranch SP does not provide for commercial, retail, industrial, or civic uses.

As stated in **Section 4.11.4**, the existing SP 301 does not provide for commercial, retail, industrial, or civic uses. With the identified legislative actions at the beginning of **Section 4.11.7**, the Project site as designed would add commercial, industrial, school, and civic uses, parks, open space, greenbelt, and residential uses, which would not conflict with existing land use plans and policies. The legislative actions included as part of the proposed Project would guide future development of the Project site, such as the expected density range and acreages of residential uses, the target square footages of the civic node, business parks, and commercial areas, and the acreages of the open space on the Project site.

The proposed Project would eliminate agricultural land currently being used for grain crop production pursuant to a 1-year lease between the Applicant and a local farmer; however, the lease would expire prior to construction on the site. As discussed in **Section 4.16** of this EIR, the proposed Project would contribute to park and recreation facilities in the city through the development of 29.8 acres of parks, greenbelts, and open space that would be developed as part of the proposed Project, which include greenbelt trails and multi-use meandering trails. The proposed off-site roadway improvements along Menifee Road, SR-74, Matthews Road, and Briggs Road would contribute to improved circulation around the Project site, which would not conflict with the City's Circulation Element.

The Menifee Valley Specific Plan proposes eight land uses that would not conflict with adjacent areas and complies with the City's General Plan goals and policies for the City of Menifee. **Table 4.11.A** (all tables provided at end of this section) provides a consistency analysis of all applicable goals and policies within the City of Menifee General Plan and the Project Specific Plan. For the consistency analysis, the 'project design features' are referencing the applicable guidelines presented in the proposed Menifee Valley Specific Plan,¹² including the Specific Plan's Chapter 4: Development Standards, Chapter 5: Landscape Guidelines, Chapter 6: Architectural Guidelines, and Chapter 7: Administration and Implementation. Regulatory compliance and mitigation measures are referring to those presented in the various environmental impact discussions throughout Chapter 4 of this EIR document.

The proposed Project was evaluated against the General Plan Circulation Element for consistency with policies, including level-of-service (LOS) that the City strives to maintain. The proposed Project would be mostly consistent with the General Plan Street System. At intersections and roadway segments where the LOS is forecast to be unsatisfactory or where the project contributes to an unsatisfactory LOS, improvements have been recommended to improve the LOS. However, even with payment of the Project's fair share for recommended intersection improvements, or implementation of improvements, as required in **MM LU-1**, existing or forecasted operational deficiencies cannot be fully improved to desired LOS at several intersections because of right-of-way constraints. As such, the proposed Project would not be able to improve the LOS at some intersections to meet the City's General Plan levels the City strives to maintain (Policy C 1.2). Because this would cause a conflict with General Plan Policy C.1.2, this is considered a **significant and unavoidable** impact.

¹² Brookfield Properties. Draft Menifee Valley Specific Plan. June 3, 2022.

As detailed in **Table 4.11.A** identifying relevant City land use policies, through current design, implementation of project design features, conditions of approval, mitigation measures, and ongoing consultation with the City of Menifee and applicable agencies, the proposed Project would be consistent with goals and policies from the City of Menifee General Plan except for Circulation Element Policy C 1.2.

Southern California Area of Governments Regional Transportation Plan/Sustainable Communities Strategy. The SCAG RTP/SCS Connect SoCal 2020 goals are related to housing, transportation technologies, equity and resilience in order to adequately reflect the increasing importance of these topics in the region, and where possible, the goals have been developed to link to potential performance measures and targets. **Table 4.11.B** lists the 10 goals contained in the 2020 RTP/SCS and the Project's relationship to these goals. The 7 guiding policies contained in the 2020 RTP/SCS are geared more to the regional and sub-regional level; thus, the policies were not included for analysis.

The proposed Project is also consistent with the SCAG RTP/SCS Connect SoCal 2020. The Project site's proximity to the Interstate 215 (I-215) freeway via SR-74 north of the Project site would minimize surface street congestion generated by truck and employee trips to and from the Project site. These types of trips would not significantly affect vehicle or pedestrian trips within the residential communities adjacent to the Project site to the south and east. Further, by providing additional employment opportunities for the residents of Menifee and the immediately adjacent unincorporated Riverside County, the proposed Project would reduce regional commuter traffic from residents traveling out of the city to employment elsewhere in the region and be consistent with the goals of improving the jobs-housing balance in the area.

Connect SoCal 2020 provides performance measures and objectives to achieve the goals of improving public and private regional transportation and making communities and the region more sustainable. The proposed Project would provide additional local employment opportunities for residents of Menifee and adjacent areas within the county, reducing regional commuter traffic. Further, the proposed Project provides roadway and signal improvements within and adjacent to the Project site, in addition to fair share payments into existing fee programs for off-site regional transportation improvements. Additional analysis regarding potential local and regional VMT impacts can be found in **Section 4.17** of this EIR.

March Air Reserve Base/Inland Port Airport ALUCP. Project review by the Riverside County Airport Land Use Commission (ALUC) is required when a local jurisdiction processes certain legislative actions, such as a General Plan Amendment, Specific Plan Amendment, or Zone Change. Under the delegation of ALUC pursuant to Resolution No. 2015-01 (extended by Resolution No. 2020-01) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed the proposed project and associated legislative actions, which include a General Plan Amendment (PLN 21-0336), a Specific Plan Amendment (PLN 21-0221), a Specific Plan (PLN 21-0217), a Change of Zone (PLN 21-0335), and a Tentative Parcel Map (PLN 21-0337).

The Project site is located approximately 10.33 miles southeast of March Air Reserve Base (MARB) and 20,729 feet from the southerly runway terminus of Runway 15-33 at the Perris Valley Airport. The project was reviewed by ALUC staff, and an approval letter with four prescribed conditions of

approval was released on November 16, 2022.¹³ ALUC determined the project to be consistent with the 2014 MARB ALUCP, subject to the **MM HAZ-2**: conditions of approval (see **Appendix H-4** and **Section 4.9.7.5**). Therefore, the Project would not conflict with the MARB ALUCP and would not significantly impact operation and planned improvements to MARB, as outlined in the MARB ALUCP and the City of Menifee’s General Plan.

Western Riverside County Multiple-Species Habitat Conservation Plan. Per the biology report¹⁴ prepared for the proposed Project and its off-site improvement areas, the Project footprint lies within the MSHCP; however, the Project footprint is not located within an MSHCP criteria area cell, group, or linkage area and is not subject to the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) or Joint Project Review (JPR) processes. As discussed previously in **Section 4.4** and in the project’s Determination of Biologically or Superior Preservation (DBESP) memo¹⁵, the Project footprint is located within a MSHCP Burrowing Owl Survey Area and contains aquatic features determined to be jurisdictional. With implementation of **Mitigation Measures BIO-2, BIO-3, and BIO-5**, as well as payment of applicable MSHCP Local Development Mitigation fees (**MM BIO-1 and MM BIO-4**), the proposed Project would not conflict with or obstruct implementation of the MSHCP.

Based on the consistency analysis with the City of Menifee General Plan, the SCAG RTP/SCS, the MARB ALUCP, and the MSHCP, the proposed Project would not conflict with applicable goals and policies (except for Circulation Element C 1.2), The proposed Project’s land uses would be consistent with the applicable planning documents, policies, and regulations. However, despite payment of fees or implementation of intersection improvements identified in MM-LU-1 below, several intersections would continue to operate at deficient LOS due to a lack of right-of-way for recommended improvements. Impacts would be *significant and unavoidable*.

Off-Site Improvements The proposed Project also includes off-site improvement areas along Menifee Road, SR-74, Matthews Road, and Briggs Road. The proposed legislative actions such as the GPA, CZ, and SPA as part of the Project do not apply to the areas in which the off-site improvement areas would occur; the improvements would be consistent with the existing land use and zoning designations of the City’s General Plan and other planning documents.

Similar to the on-site discussion pertaining to the MHSCP, the off-site footprint lies within the MHSCP, but is not located within an MHSCP criteria area cell, group, or linkage area and is not subject to the HANS and JPR processes. The off-site areas occur within a MHSCP Burrowing Owl Survey Area and contain aquatic features determined to be jurisdictional.

The supplemental biology report¹⁶ for the off-site improvement areas concluded that the proposed Project would be consistent with the goals and objectives of the MSHCP with an approved DBESP

¹³ Riverside County Airport Land Use Commission. November 16, 2022. *RE: Airport Land Use Commission (ALUC) Development Review-Director’s Determination*.

¹⁴ Rocks Biological Consulting. 2022. Menifee Valley Project – Off Site Improvements Footprint Biological Resources and MSHCP Consistency Report, pages 1 and 2. December 8.

¹⁵ Rocks Biological Consulting. 2023. Western Riverside County MSHCP Sections 6.1.2 and 6.3.2 DBESP for the Menifee Valley Project. February 13.

¹⁶ Rocks Biological Consulting. 2022. Menifee Valley Project – Off Site Improvements Footprint Biological Resources and MSHCP Consistency Report, Pages 1 and 2. December 8.

memo and the implementation of the proposed avoidance and mitigation measures (**Mitigation Measures BIO-1 through BIO-5**, as well as payment of applicable MSHCP Local Development Mitigation fees) included in the biology report and **Section 4.4** of this EIR document.

Impacts would be *less than significant with mitigation incorporated*.

Off-Site Roadway Improvements. Implementation of the Project would also result in off-site roadway improvements to address traffic impacts in conflict with the General Plan Circulation Element policies that strive to maintain desired LOS. These roadway improvements, which include widening and additional turn lanes as required, include Matthews Road/Case Road (between McLaughlin Road and Ethanac Road), McLaughlin Road (between Matthews Road/Case Road and Menifee Road), and McCall Boulevard (between Encanto Drive and Menifee Road). These roadway improvements were identified in the General Plan Circulation Element and included in the Final General Plan Environmental Impact Report (EIR) certified by the City on December 18, 2013 (Certified 2013 EIR).

Implementation of the General Plan, which includes the off-site roadway improvements as identified in the Circulation Element, was analyzed for consistency with applicable land use and planning documents in the Certified 2013 EIR, and it was determined that impacts would be *less than significant*.

Level of Significance Prior to Mitigation: Potentially Significant Impact.

Regulatory Compliance Measures and Mitigation Measures: Regulatory Compliance Measures BIO-1 and BIO-4, and Mitigation Measures BIO-2, BIO-3 and BIO-5 are proposed in **Section 4.4** of this EIR. **MM HAZ-2** is proposed in **Section 4.9** of this EIR. **MM LU-1** is required to reduce inconsistencies with the City's Circulation Element.

MM LU-1 **Circulation Element Consistency.** At intersections and roadway segments where the project contributes to an LOS that conflicts with Circulation Element policies that strive to maintain desired LOS (Policy C.1.2), the Project Applicant shall be responsible for improvements identified by the City as part of the project's Conditions of Approval. The timeline for implementation of these improvements will also be identified in the Project's Conditions of Approval. Where there is a funding mechanism (fee program) for the recommended improvements, payment into the fee program shall be considered sufficient for mitigation of project-related operational deficiencies. At study locations where the addition of project traffic creates an operational deficiency and there is no funding mechanism in place, the Project Applicant shall be responsible for the implementation of the improvement as identified in the Project's Conditions of Approval. At locations where the project adds to or creates a forecast deficiency and there is no funding mechanism in place, the Project Applicant shall be responsible for its fair share payment, as calculated based on project traffic as a percentage of total growth from existing to Horizon Year (2045) plus Project scenario conditions. The timing for payment of fees or physical improvements shall be established through the Project's Conditions of Approval.

Level of Significance After Mitigation: Significant and Unavoidable Impact (Land Use Plan, Policies, and Programs).

4.11.8 Cumulative Impacts

Cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects within the cumulative impact area for land use and planning. The cumulative impact area for land use and planning is the City of Menifee because the City has the responsibility and authority for land use planning and approving development within the City.

Construction and operation of the proposed Project, combined with cumulative development within the City of Menifee, would not result in significant land use and planning impacts. As detailed above, the proposed Project would not physically divide an established community, as it occurs within an area already approved for development (SP 301). Future development projects would require discretionary approvals and additional review under CEQA regarding potential impact of physically dividing established communities. As detailed above, with the exception of LOS the City strives to maintain as identified in Circulation Element Policy C.1.2 (LOS), the proposed Project would be consistent with applicable plans, goals, policies, and regulations of the City of Menifee's General Plan and zoning regulations, and consistent with the Southern California Area of Governments Regional Transportation Plan/Sustainable Communities Strategy, March Air Reserve Base/Inland Port Airport ALUCP (per conditions of approval in **MM HAZ-2**), and the Western Riverside County MSHCP (per **MM BIO-1 through MM BIO-5**). Despite implementation of **MM LU-1**, Circulation Element Consistency, impacts related to the intersections identified in **Table 4.11.A** remain significant and would be inconsistent with General Plan Policy C.1.2. Other cumulative development projects must comply with the goals and policies outlined in the applicable plans detailed in this section as part of the CEQA review for each project as it comes forward for approval. Other cumulative projects may or may not add cumulative adverse LOS intersection impacts depending on the scope and nature of those projects. Therefore, cumulative land use impacts related to consistency with LOS the City strives to maintain as identified in Circulation Element Policy C.1.2, in combination with the proposed Project, would be ***cumulatively significant***.

Table 4.11.A: Project Specific Plan Consistency Analysis with the City of Menifee General Plan

Applicable Policies	Proposed Project Consistency Analysis
Land Use Element	
Goal LU 1: Land uses and building types that result in a community where residents at all stages of life, employers, and visitors have a diversity of options where they can live, work, shop, and recreate within Menifee.	
<p>Policy LU 1.2: Provide a spectrum of housing types that match the jobs in the City and make it possible for people to live and work in Menifee and maintain a high quality of life.</p>	<p>Consistent: The proposed Project, through project design features (SP Section 4.6) and compliance with laws and/or mitigation measures, proposes a spectrum of housing types from Low Medium Density Residential to High Density Residential in close proximity to the proposed jobs producing land uses proposed on the Project site.</p>
<p>Policy LU 1.4: Preserve, protect, and enhance established rural, estate, and residential neighborhoods by providing sensitive and well-designed transitions between these neighborhoods and adjoining areas.</p>	<p>Consistent: The proposed Project, through project design features (SP Section 5.4.1) and compliance with laws and/or mitigation measures, proposes compatible transitions between land uses on site and adjacent neighborhoods.</p>
<p>Policy LU 1.7: Ensure neighborhood amenities and public facilities are distributed equally throughout the City.</p>	<p>Consistent: The proposed Project, through project design features (SP Section 3) and compliance with laws and/or mitigation measures, proposes neighborhood amenities and public facilities accessible to the site and surrounding areas which include parks, recreational facilities, trails, bike trails, and a Civic Node.</p>
<p>Policy LU 1.8: Ensure new development is carefully designed to avoid or incorporate natural features including washes, creeks, and hillsides.</p>	<p>Consistent: The proposed Project would preserve Granite Hill and supplement it with recreational trails. No development would occur in Planning Area 7B. (SP Section 2.2)</p>
<p>Policy LU 1.10: Buffer sensitive land uses from major air pollutant emission sources, including freeways, manufacturing, hazardous materials storage, and similar uses.</p>	<p>Consistent: The proposed Project, through project design features (SP Section 4 and 5) and compliance with laws and/or mitigation measures, sites certain land use areas that are located away from proposed sensitive land uses on site and in the vicinity of the Project site. The Project is not within proximity to an existing freeway (I-215) or any existing hazardous air polluting uses.</p>
<p>Policy LU 1.12: Implement the policies of the Housing Element that promote a range of housing options, types and affordable housing units, that will enable the City to achieve its share of the RHNA.</p>	<p>Consistent: The proposed Project provides housing at various densities (SP Section 2 and 4) which would contribute to the City meeting its RHNA obligations.</p>
Goal LU 3: A full range of public utilities and related services that provide for the immediate and long-term needs of the community.	
<p>Policy LU 3.1: Work with utility providers in the planning, designing, and siting of distribution and support facilities to comply with the standards of the General Plan and Development Code.</p>	<p>Consistent: The proposed Project, to the greatest extent possible through coordination with the City and all applicable utility providers, would implement project design features (SP Section 3) and comply with laws and/or mitigation measures pertaining to distribution and support of utility providers.</p>
<p>Policy LU 3.5: Facilitate the shared use of right-of-way, transmission corridors, and other appropriate measures to minimize the visual impact of utilities infrastructure throughout Menifee.</p>	<p>Consistent: The proposed Project, through project design features (SP Sections 4, 5, & 6) and compliance with laws and/or mitigation measures, would comply with all applicable aesthetic regulations meant to reduce visual impacts of utility infrastructures.</p>

Table 4.11.A: Project Specific Plan Consistency Analysis with the City of Menifee General Plan

Applicable Policies	Proposed Project Consistency Analysis
Goal LU 4: Ensure development is consistent with the Riverside County Airport Land Use Compatibility Plan.	
<p>Policy LU 4.1: Ensure that land use decisions within the March Air Reserve Base areas of influence are consistent with applicable ALUCP. Comply with State law regarding projects subject to review by the Riverside County Airport Land Use Commission.</p>	<p>Consistent: The proposed Project, its project design features, regulatory compliance measures, and/or mitigation measures would be reviewed for consistency with all applicable MARB ALUCP policies prior to approval for construction. The Riverside County Airport Land Use Commission released an approval letter dated November 16, 2022, which includes four conditions of approval. Refer to Section 4.9.7.5 in Hazards and Hazardous Materials section of this Draft EIR.</p>
Circulation Element	
Goal C 1: A roadway network that meets the circulation needs of all residents, employees, and visitors to the City of Menifee.	
<p>Policy C 1.1: Require roadways to comply with federal, state, and local design and safety standards; meet the needs of multiple transportation modes and users; be compatible with the streetscape and surrounding land uses; and be maintained in accordance with best practices.</p>	<p>Consistent: The proposed Project, through project design features (SP Section 3.1 and Section 5) and compliance with laws and/or mitigation measures, would comply with all applicable roadway design regulations prior to approval for construction.</p>
<p>Policy C 1.2: Require development to mitigate its traffic impacts and achieve a peak hour Level of Service (LOS) D or better at intersections, except at constrained intersections at close proximity to the I-215 where LOS E may be permitted.</p>	<p>Not Consistent: LOS was removed from CEQA as a significance threshold in 2019; CEQA now considers VMT the significance threshold for transportation impacts. Nevertheless, the project was evaluated against the City’s General Plan for consistency regarding policies, including the LOS that the City strives to maintain. The proposed Project would be mostly consistent with the General Plan Street System. However, even with payment of the Project’s fair share for recommended intersection improvements, existing or forecasted operational deficiencies cannot be fully improved to an acceptable LOS the City desires at several intersections because of right-of-way constraints.</p> <p>Refer to the Project Traffic Study in Appendix K-1 for an in-depth analysis of LOS impacts and improvements required (see Table 8.A) for consistency or inability to meet with the aspirational goals of this General Plan policy.</p>
<p>Policy C 1.5: Minimize idling times and vehicle miles traveled to conserve resources, protect air quality, and limit greenhouse gas emissions.</p>	<p>Consistent: The proposed Project, through project design features (SP Section 4.7) and compliance with laws and/or mitigation measures (Refer to Section 4.3 Air Quality and Section 4.17 Transportation and Traffic), would comply with all applicable air quality regulations during construction and operation to the extent feasible. The Specific Plan sites commercial, recreational, industrial, school, and pedestrian and biking trails near on-site residential units, which would reduce vehicle miles traveled.</p>

Table 4.11.A: Project Specific Plan Consistency Analysis with the City of Menifee General Plan

Applicable Policies	Proposed Project Consistency Analysis
Goal C 2: A bikeway and community pedestrian network that facilitates and encourages nonmotorized travel throughout the City of Menifee.	
Policy C 2.1: Require on- and off- street pathways to comply with federal, state, and local design and safety standards; meet the needs of multiple types of users and meet ADA guidelines; be compatible with the streetscape and surrounding land uses; and be maintained in accordance with best practices.	Consistent: The proposed Project is consistent with the General Plan circulation system and, through project design features (SP Section 3.2 and Section 5) and compliance with laws and/or mitigation measures, would not significantly affect nonmotorized travel throughout the area. The proposed Project includes bikeway and pedestrian trails and sidewalks throughout the Project site. In addition, a pedestrian/bike trail would connect to an off-site bridge over the railroad line on the southern perimeter to the Project site connecting the proposed Project to the community of Heritage Lake.
Policy C 2.2: Provide off-street multipurpose trails and on-street bike lanes as our primary paths of citywide travel and explore the shared use of low-speed roadways for connectivity wherever it is safe to do so.	
Policy C 2.3: Require walkways that promote safe and convenient travel between residential areas, businesses, schools, parks, recreation areas, transit facilities, and other key destination points.	
Goal C 3: A public transit system that is a viable alternative to automobile travel and meets basic transportation needs of the transit dependent.	
Policy C 3.2: Require new development to provide transit facilities, such as bus shelters, transit bays, and turnouts, as necessary.	Consistent: The proposed Project includes a Civic Node that could site a potential passenger stop for trains using the rail line (SP Section 2.2). The Project as proposed does not include the development of bus turnouts; however, future development of the Specific Plan along Menifee Road would require consultation with the Riverside Transit Agency for potential bus turnouts and facilities (SP Section 3.1.4).
Open Space and Conservation Element	
Goal OSC 1: A comprehensive system of high-quality parks and recreation programs that meets the diverse needs of the community.	
Policy OSC 1.1: Provide parks and recreational programs to meet the varied needs of the community residents and make these facilities and services easily accessible and affordable to all users.	Consistent: The proposed Project would develop one public park, passive open space trails, and recreational amenities along the community’s greenbelts and the potential elementary school site (SP Section 3 and 5).
Policy OSC 1.2: Require a minimum of five acres of public open space to be provided for every 1,000 city residents.	Consistent: The proposed Project would develop 29.8 acres of recreation and 14.7 acres of conservation space (SP Section 2.2) which exceeds the City’s goal of five acres of public open space and parks per 1,000 city residents. Refer to Sections 4.15 Public Services and 4.20 Recreation of this EIR.
Policy OSC 1.3: Locate and distribute parks and recreational facilities throughout the community so that most residents are within walking distance of a public open space.	Consistent: The proposed Project would develop a public park and recreational facilities within walking distance of on-site residents. Refer to Sections 4.15 Public Services and 4.16 Recreation of this EIR.
Policy OSC 1.4: Enhance the natural environment and viewsheds through park design and site selection while preserving sensitive biological, cultural, and historic resources.	Consistent: The proposed Project would preserve Granite Hill as part of its conservation space area. The perimeter of the Specific Plan area would be designed per project design features (SP Section 5).

Table 4.11.A: Project Specific Plan Consistency Analysis with the City of Menifee General Plan

Applicable Policies	Proposed Project Consistency Analysis
Goal OSC 2: A comprehensive network of hiking, biking, and equestrian recreation trails that do not negatively impact the natural environment or cultural resources.	
Policy OSC 2.1: Develop recreational trails for hiking, biking, and equestrian use throughout the city, making them, to the extent feasible, accessible to people of different neighborhoods, ages, and abilities.	Consistent: The proposed Project proposes recreational trails which would be accessible to the city to the extent feasible (SP Sections 3 and 4). There are no equestrian trails proposed on the Project site. Refer to Sections 3.0 Project Description and 4.16 Recreation of this EIR for discussion of proposed trails.
Policy OSC 2.2: Locate and regulate recreational trails so that they do not negatively impact the city’s sensitive habitat, wildlife, natural landforms, and cultural resources.	Consistent: The proposed Project, through project design features (SP Section 3.2, 4.10, and 5) and compliance with laws and/or mitigation measures, would ensure that the trails would not impact wildlife habitat, natural landforms, and cultural resources.
Policy OSC 2.3: Recognize flood control facilities as potential locations for recreational trails and pursue these opportunities in coordination with the Riverside County Flood Control and Conservation District.	Consistent: The proposed Project proposes recreational trails within areas that have existing easements for Riverside County Flood Control storm drain facilities (SP Section 2.2).
Goal OSC 3: Undisturbed slopes, hillsides, rock outcroppings, and other natural landforms that enhance the City’s environmental setting and rich cultural and historical past and present.	
Policy OSC 3.3: Encourage the use of clustered development and other site planning strategies to facilitate the preservation of the city’s natural landforms, boulders, and rock outcroppings.	Consistent: The proposed Project, through project design features (SP Section 6) and compliance with laws and/or mitigation measures, would ensure Granite Hill is preserved as natural open space.
Goal OSC 4: Efficient and environmentally appropriate use and management of energy and mineral resources to ensure their availability for future generations.	
Policy OSC 4.1: Apply energy efficiency and conservation practices in land use, transportation demand management, and subdivision and building design.	Consistent: The proposed Project designs (SP Sections 5 and 6) would comply with all applicable energy conservation and alternative energy regulations prior to approval for construction and through operation. In addition, the Project site is not located in a State designated area for important mining resources (MRZ-2 Zone). Refer to Section 4.12 Mineral Resources of this EIR.
Goal OSC 5: Archaeological, historical, and cultural resources are protected and integrated into the city’s-built environment.	
Policy OSC 5.1: Preserve and protect archaeological and historic resources and cultural sites, places, districts, structures, landforms, objects and native burial sites, traditional cultural landscapes and other features, consistent with state law and any laws, regulations, or policies which may be adopted by the city to implement this goal and associated policies.	Consistent: Development of the MVSP would comply with all application regulations regarding archaeological, historical, and cultural resources that may be affected by the proposed Project to ensure that no significant impacts would occur. For additional information, see Sections 4.5 Cultural Resources and 4.18 Tribal Resources of this EIR.
Policy OSC 5.3: Preserve sacred sites identified in consultation with the appropriate Native American tribes whose ancestral territories are within the city, such as Native American burial locations, by avoiding activities that would negatively impact the sites, while maintaining the confidentiality of the location and nature of the sacred site.	

Table 4.11.A: Project Specific Plan Consistency Analysis with the City of Menifee General Plan

Applicable Policies	Proposed Project Consistency Analysis
Goal OSC 6: High value agricultural lands available for long-term agricultural production in limited areas of the City.	
Policy OSC 6.1: Protect both existing farms and sensitive uses around them as agricultural acres transition to more developed land uses.	Consistent: The City’s General Plan and the Department of Conservation identify the Project site as Farmland of Local Importance, which is not a farmland category considered for the purposes of determining potentially significant impacts under CEQA. In addition, the existing Menifee Valley Ranch SP designation for the site signifies the City’s intention of developing the MVSP area and not keeping the existing Farmland of Local Importance designation on the Project.
Goal OSC 7: A reliable and safe water supply that effectively meets current and future user demands.	
Policy OSC 7.1: Work with the Eastern Municipal Water District (EMWD) to ensure that adequate, high-quality potable water supplies and infrastructure are provided to all development in the community.	Consistent: The proposed Project, through project design features (SP Sections 2, 3, 7) and compliance with laws and/or mitigation measures, would comply with all applicable water usage regulations meant to reduce water demand, including use of wastewater or recycled water.
Policy OSC 7.2: Encourage water conservation as a means of preserving water resources.	Consistent: The proposed Project, through project design features (SP Sections 3 and 5) and compliance with laws and/or mitigation measures, would coordinate with EMWD and other applicable agencies to utilize water conservation techniques.
Policy OSC 7.3: Coordinate with the Eastern Municipal Water District to educate the public on the benefits of water conservation and promote strategies residents and businesses can employ to reduce their water usage.	Consistent: The proposed Project, through project design features (SP Sections 3 and 5) and compliance with laws and/or mitigation measures, would coordinate with EMWD for the utilization of reclaimed water for feasible applications on the Project site.
Policy OSC 7.4: Encourage the use of reclaimed water for the irrigation of parks, golf courses, public landscaped areas, and other feasible applications as service becomes available from the Eastern Municipal Water District.	Consistent: The proposed Project, through project design features (SP Section 3.3) and compliance with laws and/or mitigation measures, would coordinate with EMWD for the utilization of reclaimed water for feasible applications on the Project site including parks and public landscape areas.
Policy OSC 7.5: Utilize a wastewater collection, treatment, and disposal system that adequately serves the existing and long-term needs of the community.	Consistent: The proposed Project, through project design features (SP Section 3.4) and compliance with laws and/or mitigation measures, would utilize a system that adequately serves the existing and long-term needs of the community.
Policy OSC 7.6: Work with the Eastern Municipal Water District to maintain adopted levels of service standards for sewer service systems.	Consistent: The proposed Project, through project design features (SP Sections 3 and 5) and compliance with laws and/or mitigation measures, would coordinate with EMWD to maintain adopted levels of service standards for sewer service systems. There are no septic tank systems proposed as part of the Project.
Policy OSC 7.7: Maintain and improve existing level of sewer service by improving infrastructure and repairing existing deficiencies.	Consistent: The proposed Project, through project design features (SP Section 3.4) and compliance with laws and/or mitigation measures, would maintain and improve existing level of sewer service by improving infrastructure and repairing existing deficiencies at adjacent connections, if necessary.
Policy OSC 7.8: Protect groundwater quality by decommissioning existing septic systems and establishing connections to sanitary sewer infrastructure.	Consistent: The proposed Project would connect to existing sewer lines owned and maintained by EMWD. The proposed Project would comply with all applicable regulations regarding sewage treatment systems during construction and through

Table 4.11.A: Project Specific Plan Consistency Analysis with the City of Menifee General Plan

Applicable Policies	Proposed Project Consistency Analysis
	operation of the proposed Project. There are no septic tank systems proposed as part of the Project, nor are there existing septic systems on the Project site.
Policy OSC 7.9: Ensure that high quality potable water resources continue to be available by managing stormwater runoff, wellhead protection, and other sources of pollutants.	Consistent: The proposed Project, through project design features (SP Section 3.3 and 3.5) and compliance with laws and/or mitigation measures, would comply with all applicable storm water retention, discharge permits, and water supply regulations during construction and through operation of the proposed Project.
Policy OSC 7.10: Preserve natural floodplains, including Salt Creek, Ethanac Wash, Paloma Wash, and Warm Springs Creek, to facilitate water percolation, replenishment of the natural aquifer, proper drainage, and prevention of flood damage.	Consistent: The proposed Project, through project design features (SP Section 3.5, 5, and 7) and compliance with laws and/or mitigation measures, would facilitate water percolation, groundwater recharge, and flood prevention through cooperation with the City of Menifee, EMWD, the Riverside County Flood Control District, and other agencies during construction and through operation of the proposed Project.
Policy OSC 7.11: Ensure that natural and cultural resources are protected and avoided while still maintaining important water goals.	Consistent: The proposed Project, through project design features and compliance with laws and/or mitigation measures, would protect and avoid natural and cultural resources while still maintaining important water goals. Refer to Section 4.4 Biological Resources, 4.5 Cultural Resources, and 4.18 Tribal Resources in this EIR.
Goal OSC 8: Protected biological resources, especially sensitive and special status wildlife species and their natural habitats.	
Policy OSC 8.1: Work to implement the Western Riverside County Multiple Species Habitat Conservation Plan in coordination with the Regional Conservation Authority.	Consistent: The Project site was determined to be consistent with the applicable MSHCP and is not within a Criteria Cell, Cell Group, Core, or Linkage. Refer to Section 4.4 Biological Resources of this EIR and the project biology report in Appendix D-5.
Policy OSC 8.2: Support local and regional efforts to evaluate, acquire, and protect natural habitats for sensitive, threatened, and endangered species occurring in and around the city.	Consistent: The proposed Project, through project design features and compliance with laws and/or mitigation measures, would support efforts to evaluate, acquire, and/or protect natural habitats for sensitive, threatened, and endangered species occurring in and around the city. Refer to Section 4.4 Biological Resources of this EIR.
Policy OSC 8.3: Partner with non-profit agencies at the local, regional, state, and federal level to fulfill the obligations of the MSHCP to preserve and protect significant biological resources.	Consistent: The proposed Project, through project design features and compliance with laws and/or mitigation measures, would coordinate with agencies to fulfill the obligations of the MSHCP for potential impacts to biological resources. Refer to Section 4.4 Biological Resources of this EIR.
Policy OSC 8.5: Recognize the impacts new development will have on the city's natural resources and identify ways to reduce these impacts.	Consistent: The proposed Project, through project design features and compliance with laws and/or mitigation measures, would recognize potential impacts on natural resources and would identify ways to reduce these impacts. Proposed avoidance, minimization, and/or mitigation measures are discussed in Section 4.4 Biological Resources of this EIR.

Table 4.11.A: Project Specific Plan Consistency Analysis with the City of Menifee General Plan

Applicable Policies	Proposed Project Consistency Analysis
<p>Policy OSC 8.7: Manage the recreational use of the city's unimproved open space areas for compatibility with sensitive biological resources as well as MSHCP Conservation Areas.</p>	<p>Consistent: The proposed Project, through project design features and compliance with laws and/or mitigation measures, would preserve Granite Hill and establish limited passive recreational trails around the natural slopes (SP Section 3).</p>
<p>Goal OSC 9: Reduced impacts to air quality at the local level by minimizing pollution and particulate matter.</p>	
<p>Policy OSC 9.1: Meet state and federal clean air standards by minimizing particulate matter emissions from construction activities.</p>	<p>Consistent: The proposed Project would comply with all applicable air quality regulations during construction and operation and would mitigate impacts to the extent feasible. For additional information, see Section 4.3 Air Quality of this EIR.</p>
<p>Policy OSC 9.2: Buffer sensitive land uses, such as residences, schools, care facilities, and recreation areas from major air pollutant emission sources, including freeways, manufacturing, hazardous materials storage, wastewater treatment, and similar uses.</p>	
<p>Policy OSC 9.3: Comply with regional, state, and federal standards and programs for control of all airborne pollutants and noxious odors, regardless of source.</p>	
<p>Policy OSC 9.4: Support the Riverside County Regional Air Quality Task Force, the Southern California Association of Government's Regional Transportation Plan/Sustainable Communities Strategy, and the South Coast Air Quality Management District's Air Quality Management Plan to reduce air pollution at the regional level.</p>	
<p>Policy OSC 9.5: Comply with the mandatory requirements of Title 24 Part 1 of the California Building Standards Code (CALGreen) and Title 24 Part 6 Building and Energy Efficiency Standards.</p>	
<p>Community Design Element</p>	
<p>Goal CD 1: A unified and attractive community identity that complements the character of the City's distinctive communities.</p>	
<p>Policy CD 1.1: Enhance the city's identity through the use of distinct city graphics, such as the city seal, in the design of gateways, street signs, city signage, public facilities and public gathering spaces, and other areas where appropriate.</p>	<p>Consistent: The proposed Project, through project design features (SP Sections 4 and 5) and compliance with laws and/or mitigation measures, would comply with all aesthetic regulations pertaining to the use of distinct city graphics for signage where appropriate, prior to approval for construction.</p>
<p>Policy CD 1.2: Support the development and preservation of unique communities and rural and suburban neighborhoods in which each community exhibits a special sense of place and quality of design.</p>	
<p>Policy CD 1.3: Strengthen the identity of individual neighborhoods/communities with entry monuments, flags, street signs, and/or special tree streets, landscaping, and lighting.</p>	

Table 4.11.A: Project Specific Plan Consistency Analysis with the City of Menifee General Plan

Applicable Policies	Proposed Project Consistency Analysis
Goal CD 3: Projects, developments, and public spaces that visually enhance the character of the community and are appropriately buffered from dissimilar land uses so that differences in type and intensity do not conflict.	
Policy CD 3.1: Preserve positive characteristics and unique features of a site during the design and development of a new project; the relationship to scale and character of adjacent uses should be considered.	Consistent: The proposed Project, through project design features (SP Sections 4, 5, 6) and compliance with laws and/or mitigation measures, would comply with all aesthetic regulations prior to approval for construction. The Project is proposing to keep Granite Hill as protected open space, which is a unique geologic feature on the Project site.
Policy CD 3.2: Maintain and incorporate the city's natural amenities, including its hillsides, indigenous vegetation, and rock outcroppings, within proposed projects.	Consistent: The proposed Project, through project design features (SP Section 3, 4, 5) and compliance with laws and/or mitigation measures, would comply with all aesthetic regulations prior to approval for construction. The Project is proposing to keep Granite Hill as protected open space, which is a unique geologic feature (rock outcropping) on the Project site.
Policy CD 3.3: Minimize visual impacts of public and private facilities and support structures through sensitive site design and construction. This includes, but is not limited to appropriate placement of facilities; undergrounding, where possible; and aesthetic design (e.g., cell tower stealthing)	Consistent: The proposed Project, through project design features (SP Sections 4 and 6) and compliance with laws and/or mitigation measures, would comply with all aesthetic regulations prior to approval for construction. The Specific Plan contains a comprehensive discussion on design of buildings, parks, landscaping, and open spaces.
Policy CD 3.5: Design parking lots and structures to be functionally and visually integrated and connected; off-street parking lots should not dominate the street scene.	Consistent: The proposed Project, through project design features (SP Sections 3, 4, 5, 6) and compliance with laws and/or mitigation measures, would comply with all aesthetic and circulation regulations of parking prior to approval for construction. No off-site parking is proposed.
Policy CD 3.6: Locate site entries and storage bays to minimize conflicts with adjacent residential neighborhoods.	Consistent: The proposed Project, through project design features (SP Section 5 and 6) and compliance with laws and/or mitigation measures, would comply with all aesthetic regulations pertaining to site entries and storage bays prior to approval for construction.
Policy CD 3.8: Design retention/detention basins to be visually attractive and well-integrated with any associated project and with adjacent land uses.	Consistent: The proposed Project, through project design features (SP Section 5) and compliance with laws and/or mitigation measures, would comply with all aesthetic and stormwater regulations prior to approval for construction. The City would review basin design and functionality.
Policy CD 3.10: Employ design strategies and building materials that evoke a sense of quality and permanence.	Consistent: The proposed Project, through project design features and compliance with laws and/or mitigation measures, would comply with all aesthetic regulations of the City prior to approval for construction, through the City's design review process.
Policy CD 3.12: Utilize differing but complementary forms of architectural styles and designs that incorporate representative characteristics of a given area.	Consistent: The proposed Project, through project design features (SP Section 6) and compliance with laws and/or mitigation measures, would comply with all aesthetic regulations prior to approval for construction, through the City's design review process.

Table 4.11.A: Project Specific Plan Consistency Analysis with the City of Menifee General Plan

Applicable Policies	Proposed Project Consistency Analysis
Policy CD 3.13: Utilize architectural design features (e.g., windows, columns, offset roof planes, etc.) to vertically and horizontally articulate elevations in the front and rear of residential buildings.	Consistent: The proposed Project, through project design features (SP Section 6) and compliance with laws and/or mitigation measures, would comply with all aesthetic regulations prior to approval for construction, through the City’s design review process.
Policy CD 3.14: Provide variations in color, texture, materials, articulation, and architectural treatments. Avoid long expanses of blank, monotonous walls or fences.	Consistent: The proposed Project, through project design features (SP Section 5 and 6) and compliance with laws and/or mitigation measures, would comply with all aesthetic regulations prior to approval for construction.
Policy CD 3.15: Require property owners to maintain structures and landscaping to high standards of design, health, and safety.	Consistent: The proposed Project design and Project maintenance plan (SP Section 7.6) would provide guidelines on maintaining structures and landscaping to high standards of design, health, and safety for the property owners on the Project site. The maintenance plan would be reviewed by the City prior to approval for construction.
Policy CD 3.16: Avoid use of long, blank walls in industrial developments by breaking them up with vertical and horizontal articulation achieved through stamping, colors, materials, modulation, and landscaping.	Consistent: The proposed Project design would comply with all applicable aesthetics and landscaping regulations prior to approval of building permits for industrial buildings through its design review process.
Policy CD 3.18: Require setbacks and other design elements to buffer residential units to the extent possible from the impacts of abutting roadway, commercial, agricultural, and industrial uses.	Consistent: The proposed Project design (SP Sections 4, 5, 6) includes requiring setbacks and design elements to buffer residential units to the extent possible from the impacts of abutting roadway, commercial, agricultural, and industrial uses.
Policy CD 3.21: Use open space, greenways, recreational lands, and water courses as community separators.	Consistent: The proposed Project design, to the extent possible, would use open space, greenways, recreational areas, and water courses as community separators (SP Section 2, 4, 5).
Policy CD 3.22: Incorporate visual buffers, including landscaping, equipment and storage area screening, and roof treatments, on properties abutting either Interstate 215 or residentially designated property.	Consistent: The proposed Project design would comply with all applicable aesthetics requirements via the City’s design review process prior to Project approvals. The Project is not located adjacent to I-215.
Goal CD 4: Recognize, preserve, and enhance the aesthetic value of the city’s enhanced landscape corridors and scenic corridors.	
Policy CD 4.1: Recognize, preserve, and enhance the aesthetic value of the city’s enhanced landscape corridors and scenic corridors.	Consistent: The proposed Project design (SP Sections 3, 4, 5, and 6) would comply with all applicable aesthetics and landscaping regulations pertaining to SR-74 (Eligible State Scenic Highway), Menifee Road (Eligible County Scenic Highway), and Briggs Road (Enhanced Landscape Corridor) prior to approval for construction and through operation.
Policy CD 4.2: Design new and, when necessary, retrofit existing streets to improve walkability, bicycling, and transit integration; strengthen connectivity; and enhance community identity through improvements to the public right-of-way such as sidewalks, street trees, parkways, curbs, street lighting, and street furniture.	Consistent: The proposed Project, through project design features (SP Sections 4, 5, 7) and compliance with laws and/or mitigation measures, would enhance community identity through improvements to the Project’s vehicular and nonvehicular circulation plans. The designs would be subject to City design review prior to approval for construction.

Table 4.11.A: Project Specific Plan Consistency Analysis with the City of Menifee General Plan

Applicable Policies	Proposed Project Consistency Analysis
Policy CD 4.4: Frame views along streets through the use of wide parkways and median landscaping.	Consistent: The proposed Project design (SP Sections 5 and 7) would comply with all applicable aesthetics and landscaping regulations pertaining to SR-74 (Eligible State Scenic Highway), Menifee Road (Eligible County Scenic Highway), and Briggs Road (Enhanced Landscape Corridor) prior to approval for construction and through operation.
Policy CD 4.7: Design new landscaping, structures, equipment, signs, or grading within the scenic corridors for compatibility with the surrounding scenic setting or environment.	Consistent: The proposed Project design (SP Sections 3, 4, 5, and 6) would comply with all applicable aesthetics and landscaping regulations pertaining to SR-74 (Eligible State Scenic Highway), Menifee Road (Eligible County Scenic Highway), and Briggs Road (Enhanced Landscape Corridor) prior to approval for construction and through operation.
Policy CD 4.8: Preserve and enhance view corridors by undergrounding and/or screening new or relocated electric or communication distribution lines, which would be visible from the city's scenic highway corridors.	Consistent: The proposed Project, through project design features and compliance with laws and/or mitigation measures, would comply with all applicable aesthetic regulations meant to reduce impacts to SR-74 (Eligible State Scenic Highway), Menifee Road (Eligible County Scenic Highway), and Briggs Road (Enhanced Landscape Corridor) prior to approval for construction.
Policy CD 4.9: Require specialized design review for development along scenic corridors, including but not limited to, building height restrictions, setback requirements, and site-orientation guidelines.	Consistent: The City would evaluate, through its design review process, the proposed developments adjacent to Menifee Road, Briggs Road, and SR-74 to ensure that building heights, setbacks, and building orientation is appropriate for the said corridors (SP Sections 4, 5, 6).
Goal CD 6: Attractive landscaping, lighting, and signage that conveys a positive image of the community.	
Policy CD 6.1: Recognize the importance of street trees in the aesthetic appeal of residential neighborhoods and require the planting of street trees throughout the city.	Consistent: The proposed Project design (SP Sections 4, 5, 6) incorporates the use of street trees in enhancing the aesthetic appeal of the residential areas of the Project. The Project would also plant street trees along the perimeter of the Project site per the applicable aesthetic and landscaping regulations regarding Menifee Road, Briggs Road, and SR-74. City review of the designs would occur prior to approval for construction.
Policy CD 6.2: Ensure that all public landscaping is adequately maintained.	Consistent: The proposed Project design and maintenance plan (SP Section 4, 5, 6, 7) would ensure that the responsible entity (or entities) for maintaining public landscaping on the Project site would be done to City approved standards.
Policy CD 6.4: Require property owners to maintain the existing landscape on developed nonresidential sites and replace unhealthy or dead landscaping.	Consistent: The proposed Project design and maintenance plan (SP Section 4, 5, 6, 7) would ensure that the responsible entity (or entities) for maintaining public landscaping on the Project site would be done to City approved standards.
Policy CD 6.5: Limit light leakage and spillage that may interfere with the operations of the Palomar Observatory.	Consistent: The proposed Project design (SP Section 5 and 6) would comply with all applicable light and glare regulations prior to approval for construction and throughout Project operation.
Policy CD 6.8: Discourage the use of flashing, moving, or audible signs.	Consistent: The proposed Project design (SP Section 5 and 6) would comply with all applicable signage lighting regulations prior to approval for construction and throughout Project operation.

Table 4.11.A: Project Specific Plan Consistency Analysis with the City of Menifee General Plan

Applicable Policies	Proposed Project Consistency Analysis
Economic Development Element	
Goal ED 1: A diverse and robust local economy capable of providing employment for all residents desiring to work in the city.	
<p>Policy ED 1.2: Diversify the local economy and create a balance of employment opportunities across skill and education levels, wages and salaries, and industries and occupations.</p>	<p>Consistent: The proposed Project is consistent with the General Plan’s stated goal of encouraging economic growth and job opportunities within the city by providing employment opportunities on site through commercial, industrial, and civic land uses.</p>
<p>Policy ED 1.4: Provide sufficient infrastructure to serve the full build out of the city.</p>	<p>Consistent: The proposed Project is located in an area served by infrastructure, utilities, and public services and includes infrastructure improvements in the project design by widening roadways around the perimeter of the Project site and providing an elementary school site.</p>
Goal ED 3: A mix of land uses that generates a fiscal balance to support and enhance the community’s quality of life.	
<p>Policy ED 3.3: Utilize the following parameters on general plan amendments that are not part of a city-initiated comprehensive amendment or update:</p> <ul style="list-style-type: none"> ● Because retail uses provide retail sales taxes and lodging uses provide transient occupancy taxes, they provide the most lucrative fiscal balance. No general plan amendment changing from a land use designation that permits retail uses or lodging uses to a land use designation that does not allow retail or lodging uses shall be approved except in conjunction with a development agreement or other legally enforceable obligation on the property owner(s) that requires the subject property generate the same or better fiscal balance for the city as it would have generated with a retail or lodging use. ● Because office and industrial uses generate less demand for public facilities and services than residential uses, they provide a more lucrative fiscal balance. No general plan amendment changing from a land use designation that permits office or industrial uses to a designation that does not permit office or industrial land uses shall be approved except in conjunction with a development agreement or other legally enforceable obligation on the property owner(s) that requires the subject property generate the same or better fiscal balance for the city as it would have generated with an office or industrial use. <p>The city may require a fiscal impact analysis and mitigation of any negative fiscal impacts for any requested general plan amendment.</p>	<p>Consistent: The proposed Project meets the following parameters through project design of adding commercial retail, office, and industrial uses to an existing SP area, through a Specific Plan and General Plan amendment on a site that is currently unplanned for commercial, industrial, or office uses. The proposed Project would add these uses in an area that has been planned for only residential and recreational uses.</p>

Table 4.11.A: Project Specific Plan Consistency Analysis with the City of Menifee General Plan

Applicable Policies	Proposed Project Consistency Analysis
Safety Element	
Goal S 1: A community that is minimally impacted by seismic shaking and earthquake-induced or other geologic hazards.	
<p>Policy S 1.1: Require all new habitable buildings and structures to be designed and built to be seismically resistant in accordance with the most recent California Building Code adopted by the city.</p>	<p>Consistent: The proposed Project, through project design features and compliance with laws and/or mitigation measures, would comply with all applicable regulations meant to design and build new habitable buildings and structures to be seismically resistant prior to approval for construction.</p>
Goal S 2: A community that has used engineering solutions to reduce or eliminate the potential for injury, loss of life, property damage, and economic and social disruption caused by geologic hazards such as slope instability; compressible, collapsible, expansive or corrosive soils; and subsidence due to groundwater withdrawal.	
<p>Policy S 2.1: Require all new developments to mitigate the geologic hazards that have the potential to impact habitable structures and other improvements.</p>	<p>Consistent: The proposed Project, through project design features and compliance with laws and/or mitigation measures, would comply with all applicable geologic hazard regulations meant to reduce impacts to habitable structures and improvements prior to approval for construction. Refer to Section 4.7 Geology and Soils of this EIR.</p>
<p>Policy S 2.2: Monitor the losses caused by geologic hazards to existing development and require studies to specifically address these issues, including the implementation of measures designed to mitigate these hazards, in all future developments in these areas.</p>	<p>Consistent: The proposed Project, through project design features and compliance with laws and/or mitigation measures, would comply with all applicable geologic hazard regulations meant to reduce impacts to habitable structures and improvements prior to approval for construction. Refer to Section 4.7 Geology and Soils of this EIR.</p>
<p>Policy S 2.3: Minimize grading and modifications to the natural topography to prevent the potential for man-induced slope failures.</p>	<p>Consistent: The proposed Project, through project design features and compliance with laws and/or mitigation measures, would comply with all applicable standards of approval for grading meant to prevent the potential for man-induced slope failures prior to approval for construction.</p>
<p>Policy S 2.4: Manage the groundwater resources in the area to prevent over drafting of the aquifers, which in turn could result in regional subsidence.</p>	<p>Consistent: The proposed Project would include piping for an on-site recycled water system and utilize it for irrigation if feasible. Through project design features and compliance with laws and/or mitigation measures, the proposed Project design would reduce potential groundwater extraction through drought tolerant landscaping and use of wastewater and recycled water where possible and would comply with all applicable water usage efficiency requirements and regulations meant to reduce water demand.</p>
Goal S 3: A community that is minimally disrupted by flooding and inundation hazards.	
<p>Policy S 3.1: Require that all new developments and redevelopments in areas susceptible to flooding (such as the 100-year floodplain and areas known to the City to flood during intense or prolonged rainfall events) incorporate mitigation measures designed to mitigate flood hazards.</p>	<p>Consistent: The proposed Project, through project design features and compliance with laws and/or mitigation measures, would comply with all applicable flood safety regulations, including incorporation of mitigation measures designed to mitigate flood hazards. Refer to Section 4.10 Hydrology in this EIR.</p>
<p>Policy S 3.2: Reduce flood hazards in developed areas known to flood.</p>	<p>Consistent: The proposed Project, through project design features and compliance with laws and/or mitigation measures, would not result in increased flood hazards to the existing area. Refer to Section 4.10 Hydrology in this EIR.</p>

Table 4.11.A: Project Specific Plan Consistency Analysis with the City of Menifee General Plan

Applicable Policies	Proposed Project Consistency Analysis
<p>Policy S 3.4: Develop floodplains as parks, nature trails, equestrian parks, golf courses, or other types of recreational facilities or joint-use facilities that can withstand periodic inundation wherever feasible.</p>	<p>Consistent: The proposed Project, through project design features and compliance with laws and/or mitigation measures, includes parks and recreation facilities that would withstand periodic inundation wherever feasible. Refer to Section 4.10 Hydrology in this EIR.</p>
<p>Goal S 4: A community that has effective fire mitigation and response measures in place, and as a result is minimally impacted by wildland and structure fires.</p>	
<p>Policy S 4.1: Require fire-resistant building construction materials, the use of vegetation control methods, and other construction and fire prevention features to reduce the hazard of wildland fire. Ensure all new development and/or redevelopment in the LRA and VHFHSZ will comply with the California Fire Code (CFC) and California Building Code (CBC). All new development within the LRA Very High Fire zone will comply with Chapter 49 of the California Fire Code and Chapter 7A of the California Building Code.</p>	<p>Consistent: The proposed Project is located within an LRA but not within a VHFHSZ. The proposed Project, through project design and compliance with laws and/or mitigation measures, would comply with all applicable fire safety standards as designed prior to approval. Refer to Section 4.20 Wildfire in this EIR.</p>
<p>Policy S 4.2: Ensure, to the maximum extent possible, that fire services, such as firefighting equipment and personnel, infrastructure, and response times, are adequate for all sections of the City. The City will continue to coordinate with the Riverside County Fire Department, for Interagency coordination, to respond to emergency calls in Menifee and to provide training and ongoing programs for public education.</p>	<p>Consistent: The City shall take a lead role to ensure public services are adequately provided at the Project site after construction and to the adjacent existing communities.</p>
<p>Policy S 4.4: Review development proposals for impacts to fire facilities and compatibility with fire areas or mitigate.</p>	<p>Consistent: The City shall take a lead role to ensure public services are adequately provided at the Project site.</p>
<p>Policy S 4.6: Coordinate with Eastern Municipal Water District to ensure adequate water availability for fire suppression.</p>	<p>Consistent: The City shall take a lead role to ensure there is adequate water availability for fire suppression on the Project site. The City has coordinated with EMWD by obtaining approval of the project specific WSA. In addition, the City's Fire Protection Plan conditions the project to ensure adequate availability of water for fire suppression.</p>
<p>Policy S 4.10: Ensure all new residential development as well as all new development and redevelopment within the LRA and VHFHSZ will comply with the most current version of the California Building Codes and California Fire Code.</p>	<p>Consistent: The proposed Project, through project design and compliance with laws and/or mitigation measures, would comply with all applicable fire safety standards as designed prior to approval.</p>
<p>Policy S 4.14: All new parcel maps and tentative maps in the LRA, SRA, and VHFHSZ shall provide two points of access to the project in conformance with the California Building Code and California Fire Code and CA GC 65302 (g)(5). Approval of parcel maps and tentative maps in LRAs, SRAs or VHFHSZs is conditional based on meeting the SRA Fire Safe Regulations and the Fire Hazard Reduction Around Buildings and Structures Regulations, particularly those regarding road standards for ingress, egress,</p>	<p>Consistent: The proposed Project is in an LRA but not a VHFHSZ. Through project design and compliance with laws and/or mitigation measures, the Project would comply with all applicable fire safety and emergency response standards as designed prior to approval. Refer to Section 4.20 Wildfire in this EIR.</p>

Table 4.11.A: Project Specific Plan Consistency Analysis with the City of Menifee General Plan

Applicable Policies	Proposed Project Consistency Analysis
and fire equipment access. (See Gov. Code, § 66474.02.).	
Policy S 4.17: The City should ensure that all new development has adequate water, sewer, and fire protection consistent with the most current California Building Code and California Fire Code and will comply with the Board of Forestry and Fire Protection Fire Safe Regulations.	Consistent: The proposed Project would comply with all applicable regulations ensuring water supplies and pressures are available during a fire prior to approval for construction and throughout operation. Refer to Sections 4.15 Public Services and 4.20 Wildfire in this EIR.
Goal S 5: A community that has reduced the potential for hazardous materials contamination.	
Policy S 5.1: Locate facilities involved in the production, use, storage, transport, or disposal of hazardous materials away from land uses that may be adversely impacted by such activities and areas susceptible to impacts or damage from a natural disaster.	Consistent: The City would evaluate the proposed Project and Project site regarding facilities involved in the production, use, storage, transport, or disposal of potentially hazardous or toxic materials, prior to approval for construction. Refer to Section 4.9 Hazards and Hazardous Materials in this EIR.
Policy S 5.2: Ensure that the Fire Department can continue to respond safely and effectively to a hazardous materials incident in the city, whether it is a spill at a permitted facility, or the result of an accident along a section of the freeway or railroads that extend across the city.	Consistent: The proposed Project, through project design and compliance with laws and/or mitigation measures, would comply with all applicable fire safety and emergency response standards as designed prior to approval and throughout Project operation. Refer to Section 4.9 Hazards and Hazardous Materials in this EIR.
Policy S 5.4: Ensure that all facilities that handle hazardous materials comply with federal and state laws pertaining to the management of hazardous wastes and materials.	Consistent: The City would evaluate the proposed Project and Project site regarding facilities involved in the production, use, storage, transport, or disposal of potentially hazardous or toxic materials, prior to approval for construction and throughout Project operation. Refer to Section 4.9 Hazards and Hazardous Materials in this EIR.
Policy S 5.5: Require facilities that handle hazardous materials to implement mitigation measures that reduce the risks associated with hazardous material production, storage, and disposal.	Consistent: The City would evaluate the proposed Project and Project site regarding facilities involved in the production, use, storage, transport, or disposal of potentially hazardous or toxic materials, prior to approval for construction and throughout Project operation. Refer to Section 4.9 Hazards and Hazardous Materials in this EIR.
Policy S 5.6: Require all new industrial development projects and significant rehabilitation or expansion projects to reduce industrial truck idling by enforcing California’s five (5) minute maximum law, requiring warehouse and distribution facilities to provide adequate on-site truck parking, and requiring refrigerated warehouses to provide generators for refrigerated trucks. Require air pollution point sources to be located at safe distances from sensitive sites such as homes and schools.	Consistent: The proposed Project would comply with all applicable air quality regulations during construction and operation and would mitigate impacts to the extent feasible. For additional information, see Section 4.3 Air Quality of this EIR.
Goal S 7: A community that has protected its sensitive structures, functions, and populations from the risks associated with climate change.	
Policy S 7.1: Continue to require environmental analysis for proposed projects which may produce harmful levels of greenhouse gas.	Consistent: The proposed Project would comply with all applicable air quality regulations during construction and operation and would utilize energy efficient equipment for heating and cooling and facilitate use of alternative energy equipment and vehicles to the extent feasible. For additional

Table 4.11.A: Project Specific Plan Consistency Analysis with the City of Menifee General Plan

Applicable Policies	Proposed Project Consistency Analysis
	information, see Section 4.3 Air Quality and Section 4.8 Greenhouse Gas Emissions of this EIR.
Policy S 7.3: Coordinate with energy providers to ensure reliable energy availability for the City’s residents.	Consistent: The proposed Project design would comply with all applicable energy conservation and alternative energy regulations prior to approval for construction and through operation. For additional information, refer to Section 4.6 Energy of this EIR.
Policy S 7.9: Promote drought resistant landscaping to continue reducing water consumption and potential fuel sources.	Consistent: The proposed Project design ¹ would comply with all applicable landscaping and fire safety regulations prior to approval for construction and through operation.
Noise Element	
Goal N 1: Noise-sensitive land uses are protected from excessive noise and vibration exposure.	
Policy N 1.1: Assess the compatibility of proposed land uses with the noise environment when preparing, revising, or reviewing development project applications.	Consistent: A noise technical analysis was prepared for the proposed Project and is contained in Appendix J. The proposed Project, through project design features and compliance with laws and/or mitigation measures, would not be incompatible with the existing noise environment. For additional information, refer to Section 4.13 Noise and Vibration of this EIR.
Policy N 1.2: Require new projects to comply with the noise standards of local, regional, and state building code regulations, including but not limited to the city's Municipal Code, Title 24 of the California Code of Regulations, the California Green Building Code, and subdivision and development codes.	Consistent: The proposed Project, through project design features and compliance with laws and/or mitigation measures, is subject to the noise standards of local, regional, and state building code, subdivision, and development code regulations. For additional information, refer to Section 4.13 Noise and Vibration of this EIR.
Policy N 1.3: Require noise abatement measures to enforce compliance with any applicable regulatory mechanisms, including building codes and subdivision and zoning regulations, and ensure that the recommended mitigation measures are implemented.	Consistent: The proposed Project, through project design features and compliance with laws and/or mitigation measures, would implement noise abatement measures that would comply with applicable regulatory mechanisms. For additional information, refer to Section 4.13 Noise and Vibration of this EIR.
Policy N 1.6: Coordinate with the County of Riverside and adjacent jurisdictions to minimize noise impacts from adjacent land uses along the city’s boundaries, especially its rural edges.	Consistent: The proposed Project, through project design features and compliance with laws and/or mitigation measures, would protect surrounding land uses from excessive noise and vibration exposure, including adjacent County land outside of the city’s boundaries. For additional information, refer to Section 4.13 Noise and Vibration of this EIR.
Policy N 1.7: Mitigate exterior and interior noises to the levels listed in Table N-1 of the Noise Element to the extent feasible, for stationary sources adjacent to sensitive receptors.	Consistent: The proposed Project, through project design features and compliance with laws and/or mitigation measures, would mitigate noise levels to the levels identified in the Noise Element to the extent feasible; implementation of such measures would protect land uses from excessive noise and vibration exposure. For additional information, refer to Section 4.13 Noise and Vibration of this EIR.
Policy N 1.8: Locate new development in areas where noise levels are appropriate for the proposed uses. Consider federal, state, and city noise standards and guidelines as a part of new development review.	Consistent: The proposed Project, through project design features and compliance with laws and/or mitigation measures, is located in an area where noise levels are appropriate for the proposed uses, which would protect surrounding land uses from excessive noise and vibration

Table 4.11.A: Project Specific Plan Consistency Analysis with the City of Menifee General Plan

Applicable Policies	Proposed Project Consistency Analysis
	exposure. For additional information, refer to Section 4.13 Noise and Vibration of this EIR.
<p>Policy N 1.9: Limit the development of new noise-producing uses adjacent to noise-sensitive receptors and require that new noise-producing land be designed with adequate noise abatement measures.</p>	<p>Consistent: The proposed Project, through project design features and compliance with laws and/or mitigation measures, would be subject to limitations governing development of new noise-producing uses adjacent to noise-sensitive receptors and would implement adequate noise abatement measures. For additional information, refer to Section 4.13 Noise and Vibration of this EIR.</p>
<p>Policy N 1.10: Guide noise-tolerant land uses into areas irrevocably committed to land uses that are noise-producing, such as transportation corridors adjacent to the I-215 or within the projected noise contours of any adjacent airports.</p>	<p>Consistent: The proposed Project is located adjacent to SR-74 and within a projected noise contour of the March Air Reserve Base. This location would accommodate noise-tolerant land uses while minimizing impacts to adjacent land uses. For additional information, refer to Section 4.13 Noise and Vibration of this EIR.</p>
<p>Policy N 1.11: Discourage the siting of noise-sensitive uses in areas in excess of 65 dBA CNEL without appropriate mitigation.</p>	<p>Consistent: The proposed Project, through project design features and compliance with laws and/or mitigation measures, does not include the siting of noise-sensitive uses in areas in excess of 65 dBA CNEL without appropriate mitigation. For additional information, refer to Section 4.13 Noise and Vibration of this IR.</p>
<p>Policy N 1.12: Minimize potential noise impacts associated with the development of mixed-use projects (vertical or horizontal mixed-use) where residential units are located above or adjacent to noise-generating uses.</p>	<p>Consistent: The proposed Project, through project design features and compliance with laws and/or mitigation measures, would minimize potential noise impacts associated with mixed-use developments on site where residential uses may be located above or adjacent to noise-generating uses. For additional information, refer to Section 4.13 Noise and Vibration of this EIR.</p>
<p>Policy N 1.13: Require new development to minimize vibration impacts to adjacent uses during demolition and construction.</p>	<p>Consistent: The proposed Project, through project design features and compliance with laws and/or mitigation measures, would implement features and/or mitigation to minimize vibration impacts to adjacent uses during demolition and construction. For additional information, refer to Section 4.13 Noise and Vibration of this EIR.</p>
<p>Policy N 1.14: Minimize vibration impacts on people and businesses near light and heavy rail lines or other sources of ground-borne vibration through the use of setbacks and/or structural design features that reduce vibration to levels at or below the guidelines of the Federal Transit Administration. Require new development within 100 feet of rail lines to demonstrate, prior to project approval, that vibration experienced by residents and vibration-sensitive uses would not exceed these guidelines.</p>	<p>Consistent: The proposed Project, through project design features and compliance with laws and/or mitigation measures, would not be adversely impacted by vibration from the nearby rail line (not currently in use). Project development closest to the rail line would include design features that would reduce vibrations at or below the guidelines of the FTA. For additional information, refer to Section 4.13 Noise and Vibration of this EIR.</p>
<p>Policy N 1.15: Employ noise mitigation practices and materials, as necessary, when designing future streets and highways, and when improvements occur along existing road segments. Mitigation measures should emphasize the establishment of natural buffers or</p>	<p>Consistent: The proposed Project, through project design features and compliance with laws and/or mitigation measures, would employ noise mitigation practices and materials, as necessary, when designing project streets and improvements along existing road segments. For additional</p>

Table 4.11.A: Project Specific Plan Consistency Analysis with the City of Menifee General Plan

Applicable Policies	Proposed Project Consistency Analysis
setbacks between the arterial roadways and adjoining noise-sensitive areas.	information, refer to Section 4.13 Noise and Vibration of this EIR.
Policy N 1.17: Prevent the construction of new noise-sensitive land uses within airport noise impact zones. New residential land uses within the 65 dB CNEL contours of any public-use or military airports, as defined by the Riverside County Airport Land Use Commission, shall be prohibited.	Consistent: The proposed Project is located beyond the 55 dB CNEL contour of March Air Reserve Base. The project was reviewed and approved by the Riverside County ALUC. For additional information, refer to Section 4.9.7.5 in Hazards and Hazardous Materials, and Section 4.13 Noise and Vibration of this EIR.
Policy N 1.18: Work with the Southern California Regional Rail Authority and railroad owners and operators to reduce the noise impacts on noise-sensitive uses adjacent to railroad tracks.	Consistent: The proposed Project, through project design features and compliance with laws and/or mitigation measures, and coordination with the Southern California Regional Rail Authority, would reduce noise impacts on noise-sensitive land uses that are adjacent to the railroad. For additional information, refer to Section 4.13 Noise and Vibration of this EIR.
Policy N 1.20: Adhere to any applicable Riverside County Airport Land Use Commission land use compatibility criteria, including density, intensity, and coverage standards.	Consistent: The proposed Project, through project design features and compliance with laws and/or mitigation measures, would adhere to ALUC’s land use compatibility criteria, including density, intensity, and coverage standards. The project was reviewed and approved by the Riverside County ALUC. For additional information, refer to Section 4.9.7.5 in Hazards and Hazardous Materials, and Section 4.13 Noise and Vibration of this EIR.

Source: City of Menifee General Plan, 2013.

¹ Section 5: Landscape Guidelines of the proposed Menifee Valley Specific Plan encourages and identifies a drought tolerant plant palette. (Page 5-2)

Table 4.11.B: Project Specific Plan Consistency Analysis with the Connect SoCal 2020-2045 RTP/SCS

Connect SoCal Goal	Proposed Project Consistency Analysis
<p>Goal 1: Encourage regional economic prosperity and global competitiveness.</p>	<p>Consistent: The proposed Project would serve as a long-range plan to guide the development for a mixed-use, master-planned community in an emerging area of Menifee, California. The proposed Project also sets forth a guiding vision to improve the jobs-to-housing balance in Menifee, to provide the area with needed recreational amenities, and to deliver a complementary mix of land uses that incorporate regional aesthetic characteristics in a contemporary 21st century community. Therefore, the proposed Project would encourage regional economic prosperity and global competitiveness in Menifee and surrounding areas. (SP Section 1).</p>
<p>Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.</p>	<p>Consistent: The proposed Project includes roadway improvements to vehicular and non-vehicular circulation systems (SP Section 3, and Traffic Study, Appendix K-1); thereby, providing and/or improving mobility, accessibility, reliability, and travel safety for people and goods within the Project Site and Menifee.</p>
<p>Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.</p>	<p>Consistent: The proposed Project includes improvements to the existing circulation and infrastructure systems (SP Section 3, and Traffic Study, Appendix K-1), which will build upon ongoing efforts to enhance the preservation, security, and resilience of the regional transportation system, both vehicular and nonvehicular. For additional information, please see Section 4.17 Transportation and Traffic.</p>
<p>Goal 4: Increase person and goods movement and travel choices within the transportation system.</p>	<p>Consistent: The proposed project offers new opportunities for vehicular and non-vehicular modes of transportation through project mobility and infrastructure design features (SP Section 3). In addition, the proposed trail and roadway improvements (Traffic Study, Appendix K-1) would further enhance movement of persons and goods within the existing and proposed transportation system. For additional information, please see Section 3 Project Description, and Section 4.17 Transportation and Traffic.</p>
<p>Goal 5: Reduce greenhouse gas emissions and improve air quality.</p>	<p>Consistent: The proposed Project, through project design (SP Sections 3, 4, 5, 6, and proposed mitigation measures and Regulatory Compliance Measures) would comply with all applicable air quality regulations, utilize energy efficient equipment, and facilitate the use of alternative energy, to the extent feasible. Implementation of project features and improvements would contribute to the ongoing efforts to reduce greenhouse gas emissions and improving air quality. For additional information, please see Section 4.3 Air Quality and Section 4.8 Greenhouse Gas Emissions.</p>
<p>Goal 6: Support healthy and equitable communities.</p>	<p>Consistent: The proposed Project, through project design features and Specific Plan guidance (SP Sections 3, 4, 6, 7), and adherence to Environmental Justice Goals 1-3 (General Plan Land Use Element), would contribute to the development of a healthy and equitable community in northeastern</p>

Table 4.11.B: Project Specific Plan Consistency Analysis with the Connect SoCal 2020-2045 RTP/SCS

Connect SoCal Goal	Proposed Project Consistency Analysis
	Menifee, and would not adversely impact existing and planned adjacent communities.
<p>Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.</p>	<p>Consistent: The proposed Project, through project design features (SP Section 5) and compliance with local, State, and federal regulations that address climate change and resiliency, would contribute to local efforts of climate change resiliency and would support the regional development pattern and transportation network through the development of an established community in the City of Menifee. The proposed Project includes landscape guidelines that consider potential climate extremes of the area and includes vehicular and nonvehicular circulation systems that would integrate into the existing development pattern and transportation network of Menifee and Riverside County.</p>
<p>Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.</p>	<p>Not Applicable: This goal is not applicable to the proposed project.</p>
<p>Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.</p>	<p>Consistent: The proposed project includes a spectrum of housing types that are within proximity to multiple transportation options, including non-vehicular modes of transportation (SP Sections 2 and 6). For additional information, please see Section 4.14 Population and Housing.</p>
<p>Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats.</p>	<p>Consistent: The proposed Project includes the preservation of Granite Hill and land uses dedicated for conservation and open space (SP Section 2), which would contribute to local efforts of conserving natural and agricultural lands and habitat restoration. For additional information, please see Section 4.4 Biological Resources.</p>

Source: Southern California Association of Governments. Connect SoCal 2020-2045 RTP/SCS. Page 9. September 3, 2020.

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