Holland Road/Interstate 215 Overcrossing Project

COUNTY OF RIVERSIDE, CALIFORNIA
EA 1F980
PN 0815000087

Initial Study with Mitigated Negative Declaration

Prepared by the
City of Menifee

August 2016

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SCH#2016041073
PN 0815000087/EA 1F980

Construct a new overcrossing at Holland Road over Interstate 215 and Antelope Road in the City of Menifee.

INITIAL STUDY with Mitigated Negative Declaration

City of Menifee, Riverside County

July 30, 2016
Date of Approval

Jonathan G. Smith
Director of Public Works/Engineering
City of Menifee

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MITIGATED NEGATIVE DECLARATION

Project Description

The City of Menifee (City) is proposing to construct a new overcrossing at Holland Road over Interstate 215 (I-215). The proposed project will construct a new four-lane overcrossing at Holland Road that will span the I-215 freeway and Antelope Road within the limits of the City of Menifee. The project site crosses I-215 with residential development to the east, and undeveloped land to the northwest with industrial/storage uses to the southwest. Additionally, the proposed project includes realigning Willowood Way, re-striping Hanover Lane and Albion Lane, and constructing an access road for existing businesses on the west side of I-215, as well as providing and relocating essential utilities. A temporary construction laydown area is also proposed at the north and south portion of Holland Road at Haun Road.

The project is being funded by the City with no federal funding involved. The City is the California Environmental Quality Act (CEQA) Lead Agency.

Determination

The City has prepared an Initial Study for this project and following public review, has determined from this study that the proposed project would not have a significant effect on the environment for the following reasons:

The proposed project would have no effect on: Agriculture, Land Use and Planning, Mineral Resources, and Recreation.

In addition, the proposed project would have less than significant effects on: Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Population and Housing, Public Services, Transportation and Traffic, Utilities and Service Systems, and Cumulative Impacts.

The proposed project would have a less than significant effect with mitigation on Air Quality, Biological Resources, Cultural Resources, Noise, and Hydrology and Water Quality because mitigation measures would reduce potential effects to less than significant levels.

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Chapter 1 Proposed Project

Changes have been made to this Environmental Document since the public circulation of the Initial Study with Proposed Mitigated Negative Declaration (Draft IS/MND) from April 25, 2016 to May 24, 2016. Public and agency comments received during the circulation of the draft IS/MND resulted in refinements that have been incorporated into this Initial Study with Mitigated Negative Declaration. A vertical line in the outside margin indicates changes to the text in relation to the corresponding parts in the draft IS/MND.

1.1 Project Location

The proposed Holland Road/Interstate 215 (I-215) Overcrossing Project is located along Holland Road from Haun Road to Hanover Lane within the limits of the City of Menifee, in Riverside County. Nearby land uses include residential development to the east, and undeveloped land to the northwest with industrial/storage uses to the southwest. Elevation ranges from approximately 1,430 feet above mean sea level (msl) to approximately 1,460 feet msl. Temporary construction laydown areas are proposed at the north and south portion of Holland Road at Haun Road. Refer to Figure 1, Vicinity Map and Figure 2, Project Location Map.

1.2 Project Description

The City of Menifee is proposing to extend Holland Road across I-215 to provide an additional east-west connection across I-215. There are currently east-west connections at Newport Road, north of Holland Road and at Scott Road to the south, however, both crossings include ramps to and from I-215 which result in frequent delays through these interchanges.

The proposed project would construct a new overcrossing at Holland Road over I-215. The new four-lane overcrossing at Holland Road will span I-215 and Antelope Road within the limits of the City of Menifee. The proposed project would also result in the realignment of Willowood Way, re-striping Hanover Lane and Albion Lane, and constructing an access road for industrial businesses located on the west side of I-215, as well as providing and relocating essential utilities. A temporary construction laydown area is also proposed at the north and south portion of Holland Road at Haun Road. The total length of the proposed project is 0.58 mile.

The proposed project would provide direct east-west access across the City of Menifee without any interference from the I-215 ramps and its associated traffic. In addition, the crossing will likely draw traffic from Newport Road and Scott Road which would reduce volumes through the I-215 ramp intersections at those local arterials.

1.2.1 Project Objectives

The objective of the proposed project is to provide the much needed additional east-west connection across I-215. There are currently east-west connections at Newport Road, north of Holland Road and at Scott Road to the south, however, the on-and off-ramps for both crossings with I-215, experience frequent delays as a result of vehicles attempting to access I-215 mixing with vehicles passing through the interchange.

The proposed project is needed by the City of Menifee to address immediate and projected congestion and circulation issues. The existing east-west connections at Newport Road and Scott Road currently experience traffic congestion which negatively impacts the circulation and safety of the traveling public. This critical project is locally funded and has a time-sensitive allocation within the City's Capital Improvement Plan for strategic and necessary infrastructure projects.

1.2.2 Alternatives

Project Description (Preferred Alternative)

The proposed project would construct a new four-lane overcrossing at Holland Road spanning over Interstate 215 and Antelope Road within the limits of the City of Menifee. The proposed project would also realign Willowood Way, re-stripe Hanover Lane and Albion Lane, and construct an access road for industrial businesses on the west side of I-215, as well as relocating essential utilities. The City of Menifee has recently completed a Feasibility/Preliminary Study to provide early estimates of project cost and schedule. Additionally, the geometry of the proposed overcrossing takes into account the future traffic considerations in accordance with the Menifee Network Alternatives Preliminary Assessment, the Menifee Heights Traffic Impact Analysis Report and the City of Menifee General Plan Circulation Element Traffic Study. The I-215 is currently under a widening construction to a 6 lane configuration and will extend towards the center of the alignment, however, a future 10 lane widened section has been taken into account. Furthermore, Caltrans District 08 Division of Traffic Operations and Office of Truck Services classify the I-215 corridor through the project as part of the Extra Legal Load Network (ELLN). ELLN routes are required to reserve a corridor of travel for extralegal permit vehicles up to 20 feet in height. Considering the geometric and clearance restraints of Holland Road and I-215, the proposed alignment successfully achieves these requirements.

No-Build Alternative

Under the No-Build Alternative, no overcrossing would be constructed at Holland Road over the I-215. Holland Road would remain as is without the extension over I-215, Willowood Way would not be realigned, Hanover Lane and Albion Lane would not be re-striped, and no access road would be constructed for the businesses on the west side of I-215. As no construction would occur, no temporary construction laydown areas would be required at the north and south portion of Holland Road at Haun Road.

1.2.3 Identification of Preferred Alternative

The Initial Study (with Proposed Mitigated Negative Declaration) (IS/MND) was circulated to the public for review from April 25, 2016 to May 24, 2016. During the circulation period, public review comments regarding the IS/MND were received by the City and reviewed. After all comments from the public were considered, the Project Team selected the proposed Build alternative as the Preferred Alternative. The Build alternative meets the objectives of the proposed project because it provides an additional east-west connection across I-215 within the City of Menifee and would address the immediate and future projected congestion and circulation issues when compared to the No-Build Alternative condition.

The No-Build Alternative would not meet the objectives of the proposed project, as it would maintain the existing conditions and would not provide the much needed additional east-west

connection across the I-215. In the existing year, the intersection of Haun Road and Scott Road would continue operating at an unsatisfactory LOS E during the A.M. peak hour and one roadway segment, Scott Road east of Haun Road, would continue operating at an unsatisfactory level. In the Future Year (2040), five intersections are projected to operate at an unsatisfactory LOS and three roadway segments are projected to operate at an unsatisfactory level of service.

In accordance with the California Environmental Quality Act (CEQA), the Initial Study has determined that the proposed project, with the implementation of identified mitigation measures, will not have a significant effect on the environment, and a Mitigated Negative Declaration has been prepared and adopted.

1.3 Project Maps

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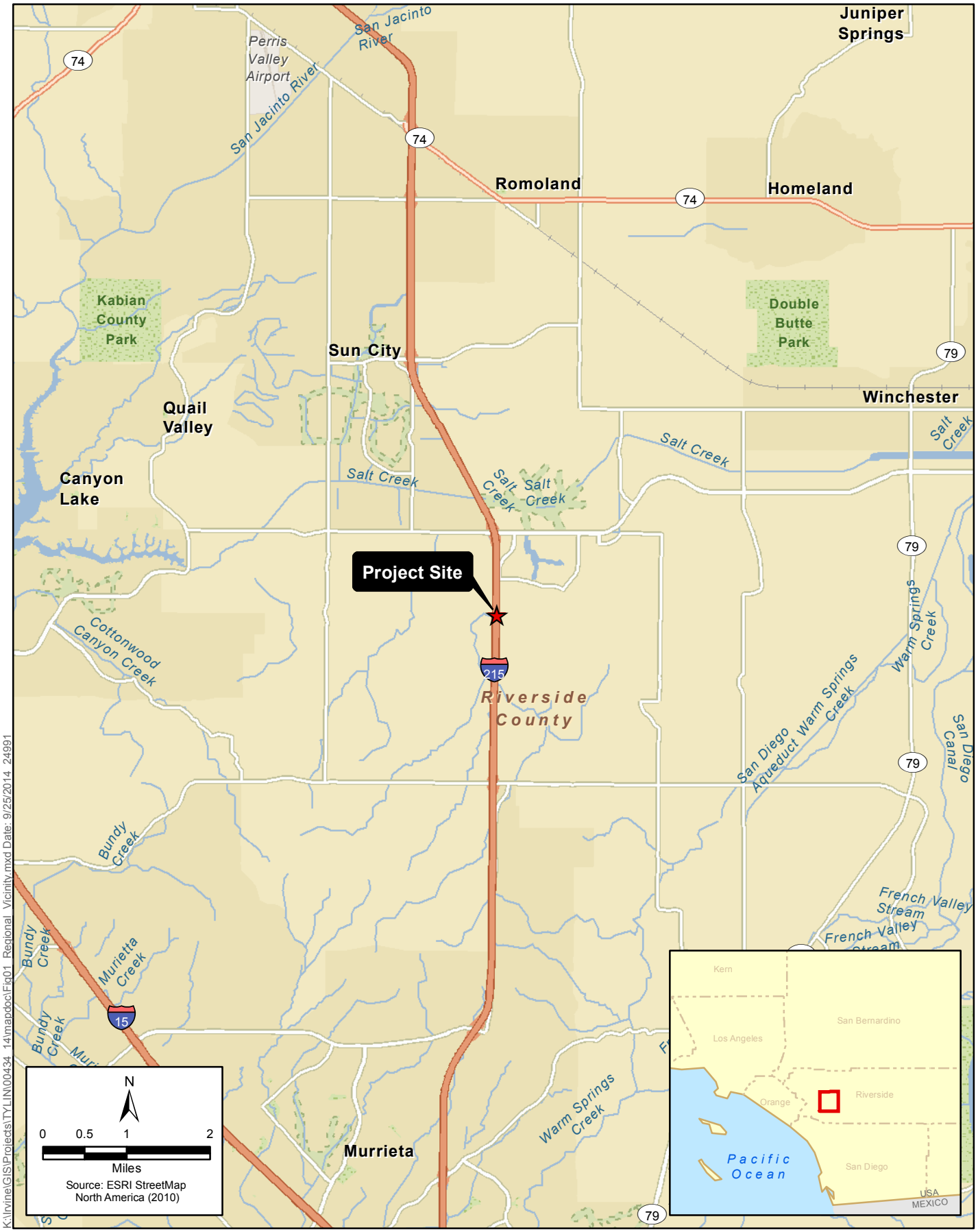

Figure 1
Regional Vicinity Map
Holland Road Overcrossing

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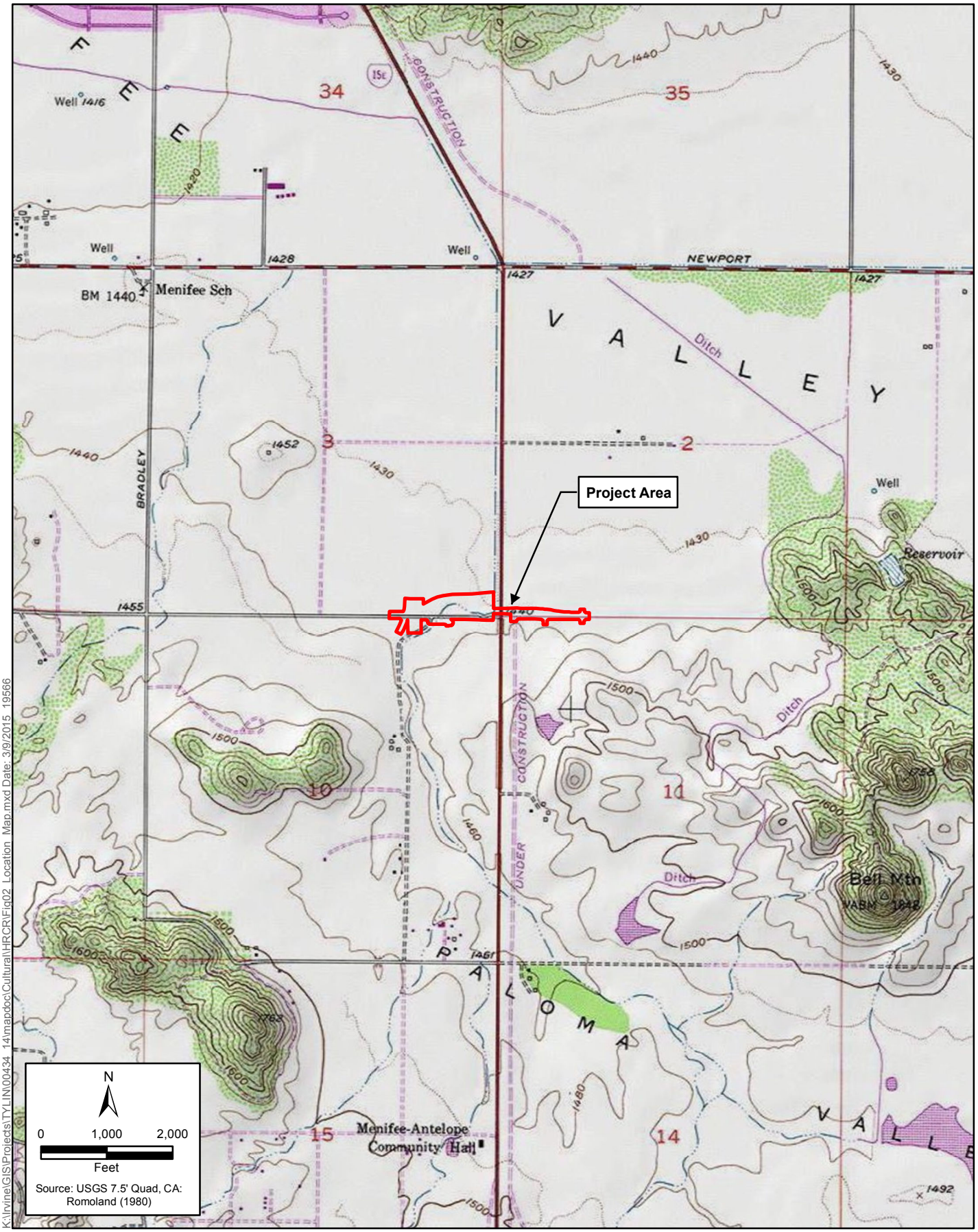

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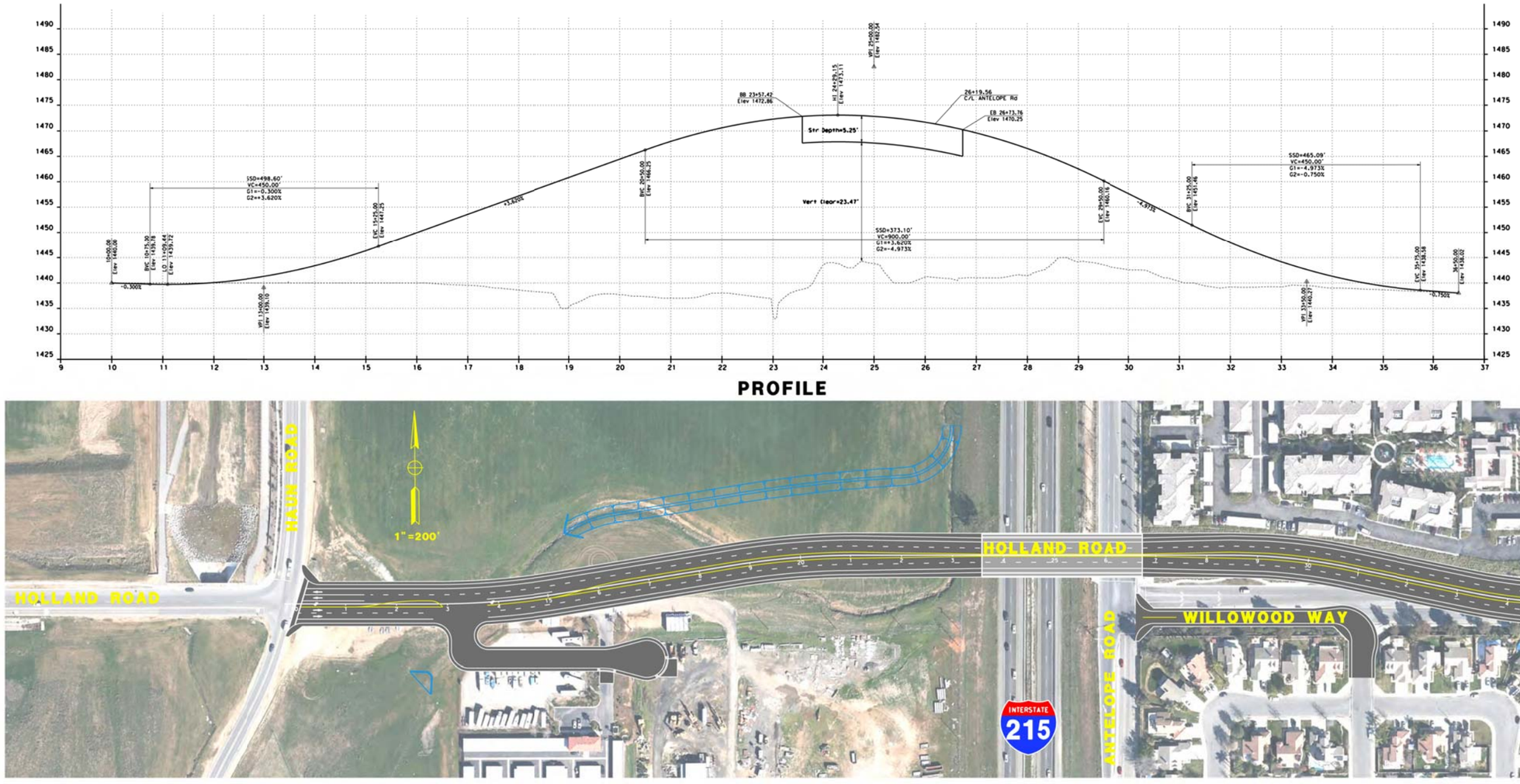
Figure 2
Project Location
Holland Road Overcrossing



Source: TYLIN International

Figure 3
Build Alternative
Holland Road Overcrossing

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1.4 Permits and Approvals Needed

The following permits, reviews, and approvals would be required for project construction:

Table 1.4-1. Permits, Reviews, and Approvals

Agency	Permit/Approval	Status
California Department of Fish and Wildlife (CDFW)	Section 1602 Streambed Alteration Agreement	Application to be submitted after approval of Environmental Document.
	Consistency Review for Biological Resources with the Western Riverside County Multi-Species Habitat Conservation Plan (MSHCP)	Provide request to CDFW for MSHCP Consistency.
Regional Water Quality Control Board	Clean Water Act Section 401 Water Quality Certification	Application to be submitted after approval of Environmental Document.
U.S. Army Corps of Engineers	Clean Water Act Section 404 Nationwide Permit 14	Permit application to be submitted after approval of Environmental Document.
Regional Conservation Authority (RCA)	MSHCP Consistency Review for Biological Resources	Provide request to RCA for MSHCP Consistency.
U.S. Fish and Wildlife Service (USFWS)	MSHCP Consistency Review for Biological Resources	Provide request to USFWS for MSHCP Consistency.
Caltrans	Encroachment permit	Not yet submitted.

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Chapter 2 CEQA Checklist

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

	Aesthetics		Agriculture Resources		Air Quality
	Biological Resources		Cultural Resources		Geology/Soils
	Greenhouse Gas Emissions		Hazards & Hazardous Materials		Hydrology/Water Quality
	Land Use/Planning		Mineral Resources		Noise
	Population/Housing		Public Services		Recreation
	Transportation/Traffic		Utilities/Service Systems		Mandatory Findings of Significance

This CEQA checklist identifies physical, biological, social and economic factors of the human environment that might be affected by the proposed project. The checklist achieves the important statutory goal of integrating the requirements of CEQA with the requirements of other environmental laws.

In many cases, background studies performed in connection with proposed projects indicate no environmental impacts. A "NO IMPACT" answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included directly after the cited environmental resource.

On the basis of this initial evaluation:

☐	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☒	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
☐	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
☐	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to the earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

_____ Signature Printed Name:	_____ Date

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2.1 Aesthetics

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☒	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐

2.1.1 Discussion of Environmental Evaluation Question 2.1 – Aesthetics

Information used in this section is from the Visual Impact Assessment (November 2015) report prepared for this project.

a) Less Than Significant Impact: There are no National Scenic Byways or State-designated Scenic Highways near Holland Road or in the City of Menifee. The City of Menifee General Plan designates an Eligible County Scenic Highway and a Scenic Corridor on the I-215 from the southern City boundary to McCall Road, on McCall Road east of the I-215 to Menifee Road, and on Menifee Road north to the City boundary. The Community Design Element of the City of Menifee General Plan also designates Antelope Road from Scott Road to Canterbury Street as an Enhanced Landscape Corridor. The proposed project would not physically affect the I-215 or Antelope Road, however, the proposed overcrossing would be visible from these roads. The proposed overcrossing would only occur at one location along these corridors and will be visible for a few seconds as travelers pass near Holland Road. There are no scenic resources on the project site, and views of the low hills in the distance may be blocked but will remain available at various vantage points. The proposed project will comply with the City of Menifee's goals for Corridors and Scenic Resources of recognizing, preserving, and enhancing the aesthetic value of the City's Enhanced Landscape Corridors and Scenic Corridors and for community design features to include attractive landscaping, lighting, and signage that will convey a positive image of the community.

b) No Impact: The proposed project is not located within an officially designated National Scenic Byway, or State or County Scenic Highway. Therefore, the proposed project would not damage scenic resources within a scenic highway. The project area has historically been used for agriculture, including dry farming and the grazing of sheep and cattle. Currently, the majority of the project area is developed with urban land uses, with some fallow fields, dry farming, and grasslands. Existing residential developments are located to the east of the project and a storage facility and storage yard are located to the west. No historic resources are located near the project site that may be affected by the proposed project. The proposed

project would comply with the City's goals for Corridors and Scenic Resources and include aesthetic features, such as landscaping and wall treatments, to enhance the visual quality of the overcrossing and associated improvements.

c) Less Than Significant with Mitigation: Currently, there are no existing overcrossing, bridge columns, embankments, or embankment walls at Holland Road and distant views to and through the site are available from various vantage points. Construction activities for the proposed project including grading, excavation and construction equipment would change the existing views of Holland Road, I-215 and Antelope Road. While construction related activities would show views of disturbed soils, falsework, construction equipment, material stockpiles, construction signage, lighting, and construction crews, this view would be similar to any other construction site in the area including past and ongoing work on the I-215 interchange. Constant change to the visual elements of line, form, color, and texture would occur during the construction phase and will present contrasts to the existing adjacent landscape. Dust would be intermittent and would reduce the quality of distant views. Travelers passing near the construction site would have the closest views and nearby residents would have the longest duration of views. Construction fencing would limit views of the construction staging areas and construction activities. Construction impacts would be limited to the duration of the construction phase, as such, visual impacts would be temporary and considered to be a low impact.

Implementation of the proposed project would introduce an overcrossing, bridge columns, embankments, and embankment walls at Holland Road which would encroach into the views of more distant structures, trees, and the surrounding low hills and mountains. The proposed embankments will be an incompatible landform to the relatively flat existing valley, however, the proposed landscaping on the embankments would utilize water-wise and drought-tolerant plant species that are generally found in the existing project area. Boulder groupings would also reflect the rock outcroppings that are found on the area's low hills. These features will obscure the manufactured slopes and create a more natural setting that would be compatible with the surrounding areas. The proposed overcrossing structure would be an incompatible structure in an area where existing roads are at grade. However, the proposed overcrossing would not be the only overcrossing in the City. It will be an additional overcrossing over the I-215, where there are 5 other existing overcrossings in the City of Menifee. As such, the proposed overcrossing structure would represent a minor intrusion in the landscape. The proposed embankment walls would be an incompatible structure in an area that is relatively flat and where roads are at grade. However, the proposed landscaping along the embankment walls, in addition to the proposed embankment wall aesthetic treatments, would break up the size of the wall plane and the hard lines created by the walls and roadway edges.

The largest viewer group of the proposed project are travelers on I-215. Vehicles traveling along I-215 would have views of the overcrossing including the bridge deck, fencing, and support columns as they approach and pass under the structure. The overcrossing will dominate the foreground views of the travelers. However, this view is only anticipated to last for a short duration as the travelers approach and pass under the overcrossing. While the visual quality of the existing freeway corridor will be altered by the proposed project, the proposed changes would be similar to existing bridges, overcrossings, landscaped areas, embankments, and embankment walls that are generally seen along I-215. Furthermore, the

aesthetic treatments on the overcrossing, embankment walls and landscaped embankment would minimize the mass, view obstruction potential, and unnatural slopes of the proposed project. As such, visual impacts to viewers traveling along I-215 are anticipated to be low.

Travelers on Antelope Road would see the overcrossing as it crosses over Antelope Road and I-215 (refer to Figure 4). This view would only be visible for a short duration in the foreground as travelers approach and pass under the overcrossing. As such, visual impacts to viewers traveling along Antelope Road are anticipated to be low.

Figure 4, Simulated Traveler's View on Antelope Road.

Currently, Holland Road, west of I-215, is a 2-lane local roadway, and a 4-lane road east of Antelope Road. With implementation of the proposed project, Holland Road would have 4 through lanes between Haun Road and Hanover Lane. Traveler views from Holland Road at Hanover Lane and from Holland Road at Haun Road will be of a slightly rising roadway pavement going over the I-215 and then descending (refer to Figure 5). Distant views of undeveloped land, residential tracts and low hills will be visible as travelers reach the top of the overcrossing and begin descending from the overcrossing. This impact would be transitory and considered low as visual impacts would be confined to the time the travelers are directly at the improved segment of Holland Road.

Figure 5, Simulated Traveler's View on Holland Road Bridge.

With the implementation of the proposed project, the intersection of Antelope Road and Holland Road would be replaced with a re-aligned Willowood Way extension to Antelope Road to enable traffic circulation and Holland Road would narrow to two lanes and would become the westerly extension of Willowood Way as it continues west to intersect with Antelope Road. Travelers along Willowood Way would no longer see the Cantabria apartment complex to the north in the background but would instead have views of the overcrossing embankment walls in the middleground and background views limited to the top of the Cantabria apartment buildings and the sky. Aesthetic embankment wall treatments, landscaping, and rock blankets are proposed in front of the embankment wall. These aesthetic features would break the scale and monotony of the blank wall by providing visual interest and dividing the wall plane. This impact would also be transitory and considered moderate-low.

To the west of I-215, a cul-de-sac will be constructed to serve the storage facility along Holland Road. Travelers along the new access road would have views of the rising pavement for Holland Road, the new pavement of the access road, landscaped embankments, and the overcrossing. The foreground views of these travelers would improve from the existing views of the road with dirt shoulders and no landscaping. As such, beneficial impacts would occur for these travelers.

Travelers on distant roadways removed from the proposed project would also see the overcrossing, embankment walls, and embankments, however, their distance from the proposed project site would limit the extent of views and the proposed project would only be a minor component of their overall views. As such, visual impacts to these travelers are considered to be low.

Employees and patrons of the storage facility, located to the west of I-215, would see the new access road and the sloped embankments during their visit to this business. The timing of the views may range from a few minutes for patrons, to several hours for employees of the business. The embankment would be landscaped on the north and south side of Holland Road, west of I-215. Landscaping east of the Holland Road intersection with Haun Road would match the existing trees and shrubs on the parkway of Haun Road. Views of the existing access road and dirt road would be eliminated and views of the vacant field father north would be blocked. These views would be replaced with a landscaped slope featuring drought-tolerant trees and shrubs, meandering rock blanket, boulder groupings, and decomposed granite surfaces. While distant views would be obstructed, the foreground and middleground views would be an improvement over existing conditions and considered beneficial.

Views of the residents located south of Holland Road and east of I-215 would be obstructed by the embankment walls. As there are two-story residences and trees in the foreground and middleground of the northerly views of most of these residences, only residences along Fruitwood Drive would have direct views of the embankment walls. The resident's views of the embankment walls would replace their existing, open middleground views and block their background views. Exposure duration to these views would vary from a few minutes to several hours that residents spend in their backyards or at their north-facing windows and doors. The existing block walls and trees along their rear yards of these residences would prevent ground floor views but the embankment walls would be visible above the block walls at the residences west of Willowood Way. Residences with second story windows facing

Holland Drive would also see the embankment walls in the middleground, along with the existing parkway trees and the proposed landscaping and hardscaping of the southern embankment walls.

For the residents of Cantabria apartment complex, the proposed overcrossing would be located within the existing sliver of landscaped buffer area, north of Holland Road. Apartment units with south-facing windows and balconies currently have open views of the surrounding homes and developments, framed by low hills and mountains in the distance. With implementation of the proposed project, these residences would have direct views of the embankment walls, in the middleground, blocking any background views. The duration of these views would vary from a few minutes to several hours, depending on time spent at south-facing balconies, stairways, and windows.

Due to the location and short distance of residences north and south with the proposed embankment walls, the walls would block and encroach into the resident's views of more distant landforms, including the low hills in the background. However, there are parkway and setback trees in the foreground of these views and the embankment walls would only be visible between the existing trees. Open views of distant structures and low hills would remain to the east and west and from windows that do no face the embankment walls. This visual impact is considered moderate.

Aesthetic wall treatments would be developed for the embankment walls, which include a fractured rib texture and a natural texture. A narrow strip would be provided north of the wall, which would be planted with trees and shrubs to match the existing landscaping on Antelope Road. Landscaping is also proposed on Holland Road and west of its intersection with Hanover Lane, with planting to match the plant palette of Cantabria apartments. This would obscure the change in the vertical alignment of the road as it rises to the overcrossing elevation.

At the southern embankment wall, a sloped berm south of the wall would include landscaping and a rock blanket. Evergreen and shade trees would break the views of the embankment walls from the south. The proposed wall treatment would also provide for visual interest. Residents of home along Fruitwood Road would see the wall and landscaping, especially from upper story windows. The screening provided by both the existing parkway trees and the proposed trees would lessen the sense of encroachment created by the embankment wall.

Pedestrians and bicyclists on sidewalks, bike lanes, and trails in the area would have similar views as travelers in vehicles but would have a longer duration of time due to the slower pace of their travel. The visual impacts on these viewers would be transitory and considered low to moderate-low based on their proximity to the proposed improvements.

Distant viewers including those at Mount San Jacinto College, Country Marketplace, and other developments would only have partial views of the overcrossing, embankments, and embankment walls. Visual impacts to these viewers would be considered low.

d) Less Than Significant with Mitigation: The proposed project would be visible at night as street lighting is proposed on the overcrossing. The City of Menifee has adopted a Dark Sky Ordinance to reduce light pollution around Mount Palomar and avoid the disruption of astronomical observations and research at the Mount Palomar Observatory. The ordinance

includes the preference of low pressure sodium or LED lamps and requires shielding of outdoor light fixtures. While streetlights are not covered by the ordinance, project compliance with the requirements for Class II lighting in this ordinance would reduce light spillover on adjacent residential properties and the visibility of the proposed overcrossing during the nighttime hours.

2.1.2 Avoidance, Minimization, and/or Mitigation Measures

AES-1: Several aesthetic features have been incorporated into the project design to enhance the visual quality of the proposed overcrossing and associated improvements. These features include:

- The bridge deck will have a dry stack barrier texture between two smooth concrete bands and accent lighting pedestals that will break the grey concrete and flat rectangular surface of the deck.
- Metal picket railings on the bridge will not have a completely solid surface, so as to limit the obstruction of through views and to reduce the mass of the bridge structure.
- A rock blanket will cover the surface of the concrete abutment under the western end of the bridge, and southern embankment wall.
- The embankment walls will be textured and/or painted to break the length and height of the walls and provide visual interest.
- The embankment slopes will be planted with trees and shrubs with boulder groupings, a meandering rock blanket, and decomposed granite surfaces to obscure the straight lines of manufactured slopes and the road grade.
- Native and/or drought tolerant plant species will be utilized to match the natural vegetation in the project area and to improve tree and plant survival.
- Existing landscaping design on Haun Road and on Antelope Road will be extended into adjacent segments of Holland Road to provide continuity in the streetscape.

- The proposed project is consistent with the Route 215 Corridor Master Plan[1].

Additional measures that can avoid or minimize the visual impacts caused by the project or enhance the aesthetic qualities of the project have been developed. These will be designed and implemented with concurrence of the District Landscape Architect.

- MSE wall treatments shall be selected based on input from the local community to reflect the area's history, resources, branding, and/or aesthetic preferences. A gradation in the treatment shall be considered (rather than a single uniform surface) to break the visual expanse and scale of the wall.

- In addition to the proposed Mexican fan palm trees and groundcover on the northern mechanically stabilized embankment (MSE) wall, low trees and/or climbing vines shall be planted in between the Mexican fan palms to screen and reduce the visibility of the wall surfaces to residents of the Cantabria apartments, as well as to reduce the potential for wall graffiti.

[1] The Route 215 Corridor Master Plan is a broad multi-faceted master planning effort along portions of I-215 which was widened to address traffic and circulation needs.

- The evergreen and shade trees along the southern MSE wall shall be located at the bend of Willowood Way and at locations opposite to where there are no parkway trees present on the south side of Willowood Way, so as to block views of the wall from the second-story windows of residences on Fruitwood Drive, west of Willowood Way.

- Utility lines that will be relocated shall be placed underground, where feasible, for consistency with the City's Policy CD 4.8.

- The proposed bridge lighting shall be designed to provide the minimum lighting levels necessary for safety and shall comply with the City of Menifee's Dark Sky Ordinance in the use of low pressure sodium or LED lamps and the shielding of outdoor light fixtures.

2.2 Agricultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

2.2.1 Discussion of Environmental Evaluation Question 2.2 – Agricultural Resources

a) No Impact: There are no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) in the project area. According to the City of Menifee General Plan Land Use Map, the proposed project site consists of the following land use designations: Economic Development Corridor (EDC), 2.1-5 du/acre Residential (2.1-5R), and 20.1-24 du/acre Residential (20.1-24R). As such, there would be no impacts to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

b) No Impact: As shown in the City of Menifee Zoning Map, the project area is zoned for I-P on the west side of I-215 and zoned R-3 on the northeast quadrant, and R-1 on the southeast quadrant. Land within the City of Menifee under Williamson Act contracts are located in the southern part of the City, just west of I-215, northeast of Keller Road and Howard Way. As indicated in the City of Menifee General Plan Draft EIR, all Williamson Act contracts in the City went into nonrenewal status in 2007, and would expire on January 1, 2017. There are no lands under by Williamson Act contract within or near the proposed project. Therefore, the

proposed project would not conflict with existing zoning for agricultural use or Williamson Act contracts.

c) No Impact: As detailed in response (a), the project area is designated Economic Development Corridor (EDC), 2.1-5 du/acre Residential (2.1-5R) and 20.1-24 du/acre Residential (20.1-24R); therefore, no impacts would occur on land designated as forest land, timberland, or Timberland Production.

d) No Impact: The proposed project would not result in the loss or conversion of forest land.

e) No Impact: The proposed project would not involve changes that would result in the conversion of farmland to non-agricultural use or forest land to non-forest use.

2.2.2 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.3 Air Quality

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☒	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

2.3.1 Discussion of Environmental Evaluation Question 2.3 – Air Quality

a) **No Impact:** A project would conflict with or obstruct implementation of a regional air quality management plan (AQMP) if it would be inconsistent with the growth assumptions of the plan, in terms of population, employment, or regional growth in vehicle miles traveled (VMT). As discussed in the City of Menifee General Plan Circulation Element, the proposed overcrossing at Holland Road over I-215 is identified in the City's proposed future roadway network as a future freeway overcrossing. Holland Road, within the City of Menifee is identified as a Major divided roadway consisting of 4 lanes. The City of Menifee General Plan roadway network is designed to support the vision for the City that is also reflected in the City's General Plan Land Use Element. The future roadway network will provide the necessary roadway infrastructure and connectivity to accommodate the population and employment growth planned for the City of Menifee. As such, the proposed project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project. Furthermore, the proposed project would not conflict or obstruct implementation of an air quality plan.

b) **Less Than Significant with Mitigation:** Temporary construction emissions would occur for approximately 16 months during construction of the proposed project. Pollutant emissions would vary daily based on the level of activity, specific operations, and prevailing weather operations. Short-term air quality degradation may occur due to the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment also are anticipated and would include carbon monoxide (CO), nitrogen oxide (NO_X), reactive organic gases (ROG), directly emitted particulate matter (PM_{10} and $PM_{2.5}$), and toxic air

contaminants, such as diesel exhaust particulate matter. Construction-period criteria pollutant emissions were estimated using the CalEEMod emissions model. This model is considered adequate by the South Coast Air Quality Management District (SCAQMD) for estimating road construction emissions for the purpose of CEQA analysis. The construction emissions analysis assumed 60,000 cubic yards (CY) of fill materials import and 11,000 CY of materials export, and concluded that regional NO_X emissions and Localized PM10 and PM2.5 emissions would exceed SCAQMD significance thresholds without implementation of mitigation measures. The estimate of construction emissions are shown below in Table 2.3-1.

Table 2.3-1. Construction Emissions (Pounds Per Day)

Construction Year/Facility	ROG	NO_X	CO	SO_X	PM10	PM2.5
Year 2017						
Grubbing/Land Clearing	7	78	56	<1	23	14
Grading/Excavation	16	185	109	<1	16	11
Drainage/Utilities/Sub-Grade	13	129	101	<1	10	7
Paving	-	-	-	-	-	-
Year 2018						
Grubbing/Land Clearing	-	-	-	-	-	-
Grading/Excavation	-	-	-	-	-	-
Drainage/Utilities/Sub-Grade	11	113	92	<1	9	6
Paving	2	14	13	<1	1	1
Maximum Daily Emissions	**16**	**185**	**109**	**<1**	**23**	**14**
Regional Construction Threshold	75	100	550	150	150	55
Exceed Regional Thresholds?	No	Yes	No	No	No	No
Localized Significance Threshold*	-	270	1,577	-	13	8
Exceed Localized Significance Threshold?	-	No	No	-	Yes	Yes

*SCAQMD Source Receptor Area 24, 5-acre site, 25-meter receptor distance.
Source: ICF International, 2015: CalEEMod model output sheets are provided in the appendix to the IS/MND.

Implementation of mitigation measures and SCAQMD Rule 403 requirements would minimize potential impacts. The estimate of construction emissions with mitigation are shown below in Table 2.3-2.

Table 2.3-2 Construction Emissions with Mitigation (Pounds Per Day)

Construction Year/Facility	ROG	NO_X	CO	SO_X	PM10	PM2.5
Year 2017						
Grubbing/Land Clearing	2	38	42	<1	9	6
Grading/Excavation	5	88	104	<1	7	5
Drainage/Utilities/Sub-Grade	5	64	91	<1	5	4
Paving	-	-	-	-	-	-
Year 2018						
Grubbing/Land Clearing	-	-	-	-	-	-

Grading/Excavation	-	-	-	-	-	-
Drainage/Utilities/Sub-Grade	4	63	89	<1	5	3
Paving	1	9	14	<1	1	1
Maximum Daily Emissions	**5**	**88**	**104**	**<1**	**9**	**6**
Regional Construction Threshold	75	100	550	150	150	55
Exceed Thresholds?	No	No	No	No	No	No
Localized Significance Threshold	-	270	1,577	-	13	8
Exceed Localized Significance Threshold?	-	No	No	-	No	No

*SCAQMD Source Receptor Area 24, 5-acre site, 25-meter receptor distance.
Source: ICF International, 2015: CalEEMod model output sheets are provided in the appendix to the IS/MND.

Shown above in Table 2.3-2, daily constructions would remain below SCAQMD regional and localized significance criteria with implementation of mitigation measures. As such, short-term construction emissions with mitigation would be a less than significant impact on regional and local air quality.

With respect to long-term regional emissions, no net new regional emissions are anticipated. In fact, regional criteria pollutants may actually decrease as a result of local traffic redistribution that results in local VMT reductions and congestion relief.

With respect to long-term localized emissions, evaluations of localized CO and PM impacts are provided below.

Local CO Impacts

Since local CO concentrations are a function of intersection traffic volumes and intersection level of service (LOS); it is possible to identify which, if any, of the project vicinity intersections would have potential to violate state or federal CO standards.

The intersections presented below in Table 2.3-3 were identified because they exhibited the greatest overall peak-hour traffic volume (Haun Road at Newport Road), the greatest peak-hour traffic volume increases (by percent) relative to the No Project conditions (Hannover Lane at Holland Road), and the least efficient LOS (Menifee Road at Holland Road). Also included in Table 2.3-3 are the approach volumes from the 2003 Air Quality Management Plan (AQMP) attainment demonstration intersections for comparison.

As shown in Table 2.3-3, total intersection approach volumes in the opening year would not exceed the maximum total intersection approach volumes identified for a 2003 attainment demonstration intersection, during the AM or PM peak-hour period. As such, there would be no potential for project vicinity intersections to violate state or federal CO standards. Localized CO impacts would be less than significant.

Local PM Impacts

The United States Environmental Protection Agency (EPA) specifies in 40 CFR 93.123(b)(1) that only "projects of air quality concern" (POAQC) have potential to violate national particulate matter (PM) standards, and therefore must undergo a quantitative PM2.5 and/or PM10 hot-spot analysis. EPA defines a POAQC as certain highway and transit projects that involve significant levels of diesel traffic or any other project that is identified by the PM2.5 State Implementation Plan (SIP) as a localized air quality concern.

A discussion of the proposed project compared to projects of air quality concern, as defined by 40 CFR 93.123(b)(1), is provided below.

1. *New or expanded highway projects that have a significant number of or significant increase in diesel vehicles*. The project is proposes to construct a new freeway overcrossing to serve an existing arterial roadway, with no new freeway ingress/egress. Truck volumes are anticipated to remain 3% of average daily traffic (ADT) volumes, or 1,023 at horizon year 2040. This is not considered to be a significant volume of diesel truck traffic.
2. *Projects affecting intersections that are at LOS D, E, or F with a significant number of diesel vehicles or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project*. Diesel traffic volumes would not exceed 7% ADT volume at any intersection location. Truck traffic, as a percent of ADT volumes, is anticipated to remain unchanged under the Build Alternative when compared to No Build at all study intersection locations.
3. *New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location*. The proposed project has no bus or rail terminal component, and it would not alter travel patterns to/from any existing bus or rail terminal.
4. *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location*. The proposed project would not expand any bus terminal, rail terminal, or related transfer point that would increase the number of diesel vehicles congregating at any single location.
5. *Projects in or affecting locations, areas, or categories of sites that are identified in the PM2.5- or PM10-applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation*. The project site is not in or affecting an area or location identified in any PM10 or PM2.5 implementation plan. The immediate project area is not considered to be a site of violation or possible violation.

Table 2.3-3. Comparison of Intersection Total Approach Volumes (Opening Year 2017)

Build Alternative Intersection	AM Peak-Hour Approach Volumes					PM Peak-Hour Approach Volumes				
	SB	WB	NB	EB	Total	SB	WB	NB	EB	Total
Haun Road & Newport Road	169	1,887	624	1,509	4,189	393	2,095	1,161	1,377	5,026
Hanover Lane & Holland Road	18	380	51	181	630	29	221	31	294	575
Menifee Road & Holland Road	396	331	386	255	1,368	284	127	407	222	1,040
Maximum Intersection Volumes					4,189					5,026
Attainment Demonstration Intersection										
Wilshire Boulevard/Veteran Avenue	721	1,830	560	4,951	8,062	1,400	3,317	933	2,069	7,719
Sunset Boulevard/Highland Avenue	2,304	1,342	1,551	1,417	6,614	1,832	1,540	2,238	1,764	7,374
La Cienega Boulevard/Century Boulevard	1,384	1,890	821	2,540	6,635	2,029	2,728	1,674	2,243	8,674
Long Beach Boulevard/Imperial Highway	479	1,760	756	1,217	4,212	944	1,400	1,150	2,020	5,514
Maximum Intersection Volumes					8,062					8,674
Percent Change: Maximum Build Alternative vs Maximum Attainment Demonstration Total Approach Volumes					-48%					-42%

The discussion provided above indicates that the proposed project would be considered a POAQC, as defined by 40 CFR 93.123(b)(1). Therefore, localized PM2.5 and/or PM10 emissions are unlikely to generate new air quality violations, worsen existing violations, or delay attainment of national or state standards for PM2.5 and PM10. Localized PM impacts would be less than significant.

c) Less than Significant Impact with Mitigation Measures: Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time. The study area for cumulative effects on air quality is the South Coast Air Basin (Basin). The Basin experiences chronic exceedances of state and federal ambient air quality standards as a consequence of past and present projects, and is subject to continued nonattainment status by reasonably foreseeable future projects. These nonattainment conditions within the region are considered cumulatively significant. The SCAQMD has prepared, and periodically updates, the Basin's regional AQMP that sets forth a comprehensive and integrated program that will lead the Basin into compliance with the federal and state air quality standards.

As discussed above under Response (a), the proposed project would be consistent with the AQMP, which is intended to bring the Basin into attainment for all criteria pollutants.[2] Furthermore, implementation of mitigation measures would reduce construction-period emissions to below SCAQMD thresholds during construction (see Table 2). Additionally, the proposed project would comply with SCAQMD rules and regulations, including Rule 403 (Fugitive Dust Control) and Rule 1108 (Cutback Asphalt), during construction as well as all other adopted AQMP emissions control measures to minimize impacts on nearby sensitive receptors.

Per SCAQMD rules and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements (i.e., Rule 403 compliance, the implementation of all feasible mitigation measures, and compliance with adopted AQMP emissions control measures) would also be imposed on all projects Basin-wide, which would include all nearby projects.

For these reasons mentioned above including project consistency with AQMP, less than significant project emissions with mitigation, compliance with SCAQMD Rules, CEQA requirement that related projects mitigate impacts; project emissions would not be cumulatively considerable during short-term construction or long-term operations.

d) Less than Significant Impact with Mitigation Measures: As discussed above in Response (b), local PM10 and PM2.5 emissions would exceed SCAQMD significance thresholds without incorporation of mitigation measures; however, localized emissions

[2] CEQA Guidelines Section 15064(h)(3) states "A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. When relying on a plan, regulation or program, the lead agency should explain how implementing the particular requirements in the plan, regulation or program ensure that the project's incremental contribution to the cumulative effect is not cumulatively considerable. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding that the project complies with the specified plan or mitigation program addressing the cumulative problem, an EIR must be prepared for the project."

(and related pollutant concentrations) would be less than significant with incorporation of mitigation measures.

e) Less than Significant Impact: Some phases of construction, particularly asphalt paving, would result in short-term odors in the immediate area of each paving site. Such odors would be quickly dispersed below detectable thresholds as distance from the site increases. Therefore, the impacts due to objectionable odors would be less than significant.

2.3.2 Avoidance, Minimization, and/or Mitigation Measures

Implementation of mitigation measures and SCAQMD Rule 403 requirements will be implemented to minimize potential impacts:

AQ-1: The construction contractor shall comply with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.

AQ-2: Apply water or dust palliative to the site and equipment as frequently as necessary to control fugitive dust emissions. Fugitive emissions generally must meet a "no visible dust" criterion either at the point of emission or at the right of way line, depending on local regulations.

AQ-3: Spread soil binder on any unpaved roads used for construction purposes and all project construction parking areas.

AQ-4: Wash off trucks as they leave the right of way as necessary to control fugitive dust emissions.

AQ-5: Properly tune and maintain construction equipment and vehicles. Use low-sulfur fuel in all construction equipment, as provided in California Code of Regulations, Title 17, Section 93114.

AQ-6: Develop and implement a dust control plan documenting sprinkling, temporary paving, speed limits, and expedited revegetation of disturbed slopes as needed to minimize construction impacts on existing communities.

AQ-7: Locate equipment and material storage sites as far away from residential and park uses as practical. Keep construction areas clean and orderly.

AQ-8: Establish Environmentally Sensitive Areas (ESAs) or their equivalent near sensitive air receptors where construction activities involving extended idling of diesel equipment would be prohibited, to the extent feasible.

AQ-9: Use track-out reduction measures such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic.

AQ-10: Cover all transported loads of soils and wet materials prior to transport or provide adequate freeboard (space from the top of the material to the top of the truck) to minimize emissions of dust (particulate matter) during transportation.

AQ-11: Promptly and regularly remove dust and mud on paved public roads from construction activity and traffic to decrease particulate matter.

AQ-12: Route and schedule construction traffic to avoid peak travel times as much as possible to reduce congestion and related air quality impacts caused by idling vehicles along local roads.

AQ-13: Install mulch or plant vegetation as soon as practical after grading to reduce windblown particulate in the area. Be aware that certain methods of mulch placement, such as straw blowing, may themselves cause dust and visible emission issues; controls, such as dampened straw, may be needed.

AQ-14: To control the generation of construction-related fugitive dust emissions, the City require contractors to comply with SCAQMD Rule 403 requirements.

AQ-15: Use of lighter colored pavement where feasible.

AQ-16: Use off-road construction equipment that meets USEPA Tier-3 emissions standards or higher.

2.4 Biological Resources

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES: Would the project:				
a) Have a substantial adverse effect either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☒	☐	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☒	☐	☐

2.4.1 Discussion of Environmental Evaluation Question 2.4 – Biological Resources

Information used in this section is from the Holland Road/Interstate 215 Overcrossing, Natural Environment Study (July 2015).

a) Less than Significant with Mitigation: There are nine federal and/or state listed plant species known to occur within the regional vicinity of the biological study area (BSA): the Munz' onion (*Allium munzii*), San Diego ambrosia (*Ambrosia pumila*), San Jacinto Valley crownscale (*Atriplex coronata var. notatior*), thread-leaved brodiaea (*Brodiaea filifolia*), slender-horned spineflower (*Dodecahema leptoceras*), San Diego button-celery (*Eryngium aristulatum var. parishii*), Parish's meadowfoam (*Limnanthes alba ssp. parishii*), spreading navarretia (*Navarretia fossalis*), and California Orcutt grass (*Orcuttia californica*). The Parish's meadowfoam and San Diego button-celery are fully covered under the Western Riverside County MSHCP. The biological study area does not occur within a Criteria Area Species Survey Area or Narrow Endemic Plant Survey Area for the remaining listed species.

There are a total of 27 non-listed special status plant species known to occur within the regional vicinity of the biological study area. Ten of the 27 species would potentially occur within the BSA due to the presence of suitable habitat. These are Jaeger's milkvetch

(*Astragalus pachypus var. jaegeri*), Parish's brittlescale (*Atriplex parishii*), Davidson's saltscale (*Atriplex serenana var. davidsonii*), smooth tarplant (*Centromadia pungens ssp. laevis*), vernal barley (*Hordeum intercedens*), Coulter's goldfields (*Lasthenia glabrata ssp. coulteri*), little mousetail (*Myosurus minimus ssp. apus*), mud nama (*Nama stenocarpum*), prostrate vernal pool navarrettia (*Navarretia prostrata*),and Wright's trichocoronis (*Trichocoronis wrightii var. wrightii*). Of these, Jaeger's milkvetch and vernal barley are already fully covered by the MSHCP. The BSA does not occur within a Criteria Area Species Survey Area or Narrow Endemic Plant Survey Area for the remaining non-listed MSHCP plant species. Of the species reviewed, for all non-MSHCP special-status plants that are not already covered under the Plan, the following species were determined to have a potential for occurrence within the BSA based on habitat suitability: chaparral sand-verbena (*Abronia villosa var. aurita*), Douglas' fiddleneck (*Amsinckia douglasiana*), Catalina mariposa lily (*Calorchortus catalinae*), paniculate tarplant (*Deindandra paniculata*), Palmer's grapplinghook (*Harpogonella palmeri*), graceful tarplant (*Holocarpha virgata ssp. elongata*), saltspring checkerbloom (*Sidalcea neomexicana*), San Bernardino aster (*Symphyotrichum defoliatum*), and California screw moss (*Tortula californica*). Of these, the paniculate tarplant was observed in the BSA.

There are twelve federal and/or state listed wildlife species that have been documented within the regional vicinity of the BSA: vernal pool fairy shrimp, Riverside fairy shrimp, quino Checkerspot butterfly (*Euphydryas editha quino*), California tiger salamander (*Ambystoma californiense*), arroyo toad (*Anaxyrus californicus*), California red-legged frog (*Rana aurora draytonii*), bald eagle (*Haliaeetus leucocephalus*), Swainson's hawk (*Buteo swainsoni*), western snowy plover (*Charadrius alexandrinus nivosus*), least Bell's vireo (*Vireo bellii pusillus*), coastal California gnatcatcher (*Polioptila californica californica*), and Stephens' kangaroo rat (*Dipodomys stephensi*). Of these suitable habitat is only present for vernal pool fairy shrimp, Riverside fairy shrimp, Swainson's hawk (foraging only), and Stephens' kangaroo rat. Since Swainson's hawk and Stephen's kangaroo rat are fully covered under the MSHCP, no further discussion is provided for these species. Of the non-listed special-status animal species known to occur within the regional vicinity of the BSA, nine MSHCP non-listed special-status animal species would potentially occur within the BSA due to presence of suitable habitat. These are Coast Range California newt (*Taricha torosa*), western spadefoot (*Spea hammondii*), white-tailed kite (*Elanus leucurus*), northern harrier (*Circus cyaneus*), loggerhead shrike (*Lanius ludovicianus*) golden eagle (*Aquila chrysaetos*), burrowing owl (*Athene cunicularia),* San Diego black-tailed jackrabbit (*Lepus californicus bennettii*), and northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*). Of these, coast range newt, loggerhead shrike, San Diego black-tailed jackrabbit, northwestern San Diego pocket mouse, and western spadefoot are already fully covered by the MSHCP and no further discussion is warranted. Additionally, within the BSA there is potential nesting habitat and potential foraging habitat for white-tailed kite and potential foraging habitat for northern harrier and golden eagle. Of the species reviewed from the list of all non-MSHCP special-status animals, that are not already covered under the Plan, the following species were determined to have a potential for occurrence within the BSA based on habitat suitability: Western Yellow Bat (*Lasiurus xanthinus*), Dulzura Pocket Mouse (*Chaetodipus californicus femoralis*), Southern Grasshopper Mouse (*Onychomys torridus ramona*), and American Badger (*Taxidea taxus*).

Consultation under the Federal Endangered Special Act for the proposed project is being done through the project's consistency with the MSHCP. No consultation with CDFW has occurred to date for the proposed project. There are no state threatened or endangered species that could potentially occur within the BSA, that are not already covered under the MSHCP. Many species of native birds are expected to occur within the BSA. Most lack special status but all are protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code. Colonial nesting species (i.e., cliff swallow) would potentially nest within the storm drain within the Paloma Wash Flood Control Channel. In addition, potential raptor nesting could occur within mature trees in within the BSA, however no removal of trees is proposed. Mitigation measures would ensure compliance with the MBTA. Compliance with California Department of Fish and Game (CDFG) code to protect native birds is provided with implementation of mitigation measures.

b) Less than Significant with Mitigation: As detailed in the Natural Environment Study, depleted native vegetation communities are present within the biological study area and include riparian-riverine resources (coastal and valley freshwater marsh) and vernal pools. The riparian/riverine resources within the BSA include naturally occurring state streambeds and depressions and human-made features that connect two or more historical natural features. Feature 1 (Old Paloma Wash) and Feature 6 (Paloma Wash Flood Control Channel) are ephemeral drainages. Feature 2 is an ephemeral depression, Feature 3 consists of both a wetland and an ephemeral drainage. The remaining features that convey water were constructed in uplands and not considered riparian-riverine. Within the BSA, there is an estimated 1.86 acre of MSHCP riparian-riverine resources in the form of coast and valley freshwater marsh (southern cattail wetland) (0.10 acre) and ephemeral unvegetated drainages (1.32 acres) and depressions (0.16 acre).

Construction of the proposed project would result in permanent removal of 0.88 acre of riparian-riverine resources with 0.005 acre being wetland. There is a potential for temporary indirect impacts caused by construction activities including dust, increased fire risk, and littering to occur in portions of the MSHCP riparian-riverine resources that are adjacent to the project limits of disturbance but these are expected to be greatly reduced with implementation of mitigation measures.

Potential indirect effects from operation would occur as a result of increased traffic causing additional pollutants from runoff into the MSHCP riparian-riverine resources. Furthermore, the developed footprint of the bridge and modifications to surrounding roadways would increase roadbed surface areas, leaving less permeable surface and increased surface flows into storm drain facilities and MSHCP riparian-riverine features.

c) Less than Significant with Mitigation: As discussed in the Natural Environment Study, there are six features that were analyzed. Feature 1 is an earthen ephemeral channel that originates south of Holland Road and west of the storage facility business. This feature drains runoff from adjacent uplands and is a tributary to Salt Creek. The USACE and RWQCB jurisdictional areas within Feature 1, within the BSA area totals approximately 0.15 acre of non-wetland Waters of the U.S. (WoUS)/Waters of State (WoS). Additionally there are approximately 0.56 acre of unvegetated streambed within the biological study area that are subject to CDFW jurisdiction.

Feature 2 is a depression on the south side of Holland Road just north of the area utilized as a construction-type yard and was inundated during the jurisdictional delineation survey. The USACE and RWQCB jurisdictional areas associated with Feature 2 within the biological study area totaled approximately 0.07 acre of non-wetland WoUS/WoS. Additionally, there is approximately 0.16 acre of unvegetated streambed subject to CDFW jurisdiction.

Feature 3 is located at the northeast corner of Hanover Lane and Holland Road. This area was supported by groundwater in the past, and urban runoff from surrounding residential areas has increased the amount of water that enters this feature. The USACE and RWQCB jurisdictional areas associated with Feature 3 within the biological study area totaled approximately 0.22 acre of non-wetland and 0.11 acre wetland WoUS/WoS. Additionally, there are approximately 0.28 of unvegetated streambed and 0.105 acre of riparian vegetation subject to CDFW jurisdiction.

Feature 4 is a retention basin at the southeast corner of Hanover Lane and Holland Road. This basin serves to catch and retain runoff water from adjacent upland areas. The USACE and RWQCB jurisdictional areas associated with Feature 4 within the biological study area totaled approximately 0.10 acre of non-wetland WoUS/WoS. Additionally, there are approximately 0.23 acre of unvegetated streambed and 0.04 acre of riparian vegetation subject to CDFW jurisdiction.

Feature 5 is a small ephemeral constructed feature on the west side of I-215 within the Caltrans right of way. This feature conveys road runoff west into Feature 1. The USACE and RWQCB jurisdictional areas associated with Feature 5 within the biological study area totaled less than 0.01 of non-wetland WoUS/WoS. Additionally, there is less than 0.01 acre of unvegetated streambed subject to CDFW jurisdiction.

Feature 6 consists of the Paloma Wash Flood Control Channel at the west end of the biological study area. This feature conveys the upstream flows that were redirected from Paloma Wash in 2008 and 2009, downstream to Salt Creek. The USACE and RWQCB jurisdictional areas associated with Feature 6 within the biological study area totaled approximately 0.32 acre of non-wetland WoUS/WoS. Additionally, there is approximately 0.49 acre of unvegetated streambed subject to CDFW jurisdiction.

The proposed project would directly affect 0.32 acre of non-wetland WoUS and WoS and 0.005 acre of wetland WoUS and WoS. No temporary impacts to WoUS/WoS are proposed.

The proposed project would directly impact 0.77 acre of unvegetated streambeds and 0.005 acre of riparian habitat subject to CDFW jurisdiction. No temporary impacts are proposed.

During construction, there is an increased risk for indirect temporary impacts to the adjacent jurisdictional waters, but measures BIO-2 through BIO-13 and BIO-20 would ensure these potential indirect effects are avoided. Furthermore, encroachment into wetland and non-wetland WoUS would require authorization through a permit issued under Section 404 of the Federal CWA by the USACE. The project would qualify for the authorization under a Nationwide Permit 14 as permanent impacts are less than 0.5 acre. The fill of Waters of the U.S. and wetlands would also trigger the need for a CWA Section 401 Certification to be

obtained from the RWQCB. Acquisition of these permits would ensure compliance with the CWA (Sections 401 and 404) and Executive Order 11990. Encroachment into state jurisdictional features triggers the need for a Streambed Alteration Agreement through notification to CDFW under Section 1600 et seq. of the California Fish and Game code. The long term operation of the proposed project would potentially have an indirect effect to jurisdictional waters as result of increased traffic causing additional pollutants from runoff into these water resources. In addition, the developed footprint of the bridge and modifications to surrounding roadways would increase roadbed surface area, leaving less permeable surface and increased surface flows into storm drain facilities and jurisdictional waters.

d) Less than Significant with Mitigation: Many raptor species that would be expected to forage and nest within western Riverside County are fully covered species under the MSHCP. The BSA contain suitable habitat for the following fully covered species: white-tailed kite (*Elanus leucurus*), northern harrier (*circus cyaneus*), and golden eagle (*Aquila chrysaetos*). Although the BSA only has suitable nesting habitat for the white-tailed kite, suitable foraging habitat is present for all three raptors.

Under the Build Alternative, approximately 10.00 acres of potential raptor foraging habitat would be directly and permanently removed. Temporary impacts would occur on 1.84 acres of land during construction of the proposed project. No trees that are suitable for nesting would be removed. During construction, there is a potential that a raptor nesting within 300 feet of the construction zone could be indirectly impacted by the noise or dust generated from equipment resulting in nest abandonment. Measure BIO-18 ensures that any potential indirect impacts to nesting raptors during construction would be avoided.

Operational impacts from the proposed project would be minimal as there is already a low potential for raptors to nest in the immediate vicinity due to lack of suitable nest habitat. No long-term operational effects on potential foraging habitat are anticipated to occur.

e) No Impact: The proposed project would not conflict with any local policies or ordinances protecting biological resources.

f) Less than Significant with Mitigation: The proposed project is identified in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) as a Covered Activity (MSHCP Vol. I, Section 7.3.5) under the MSHCP. Habitat evaluations were performed for special status species including narrow endemic plant species, Riverside fairy shrimp (*Streptocephalus woottoni*), vernal pool fairy shrimp (*Branchinecta lynchi*), and burrowing owl (*Athene cunicularia*). Focused surveys for these special-status species (excluding fairy shrimp) were performed in 2013 where suitable habitat occurs. Additionally, in 2013, a review of MSHCP riparian-riverine and vernal pool resources were performed. Protocol dry season fairy shrimp surveys were performed in late 2014, and late 2015, and wet season fairy shrimp surveys were initiated in December 2014. No Riverside fairy shrimp cysts were recovered from any of the four basins (1 – 4) sampled in 2014 or any of the seven basins sampled in 2015. Basins 2 to 7 appear too shallow to have potential to pond for sufficient duration to support Riverside fairy shrimp, and lacked Riverside fairy shrimp. The absence of Riverside fairy shrimp cysts in two successive dry season surveys demonstrates

that absence of this species from the project site. Furthermore, the results of the hatching study conducting as part of the survey in 2014 show that species of *Branchinecta* (versatile) fairy shrimp are present in Basin 1. While there are two species of *Branchinecta* (vernal pool and versatile) fairy shrimp, vernal pool fairy shrimp are extremely rare in western Riverside County. Due to the extreme rarity of vernal pool fairy shrimp in western Riverside County and locally widespread, common distribution of versatile fairy shrimp, it is very likely that all of the *Branchinecta* cysts observed are of versatile fairy shrimp species. No vernal pool fairy shrimp are anticipated to be present in the project study area. The MSHCP provides full mitigation for impacts on the majority of biological resources that have been identified as being potentially affected by the proposed project. To ensure consistency with the MSHCP, measures are presented that follow MSHCP requirement found in Vol. I, Sections 6.1.2 through 6.1.4, 6.3 and 7.5 of the MSHCP.

2.4.2 Avoidance, Minimization, and/or Mitigation Measures

The following avoidance and minimization measures will be implemented to avoid or minimize potential impacts:

BIO-1: Vegetation Clearing. Clearing of natural vegetation will be performed outside of the active breeding season for birds, as defined in the MSHCP (March 1 through June 30) (MSHCP Volume I, Section 7.5.3). If clearing of vegetation needs to occur, a preconstruction nesting bird survey will need to be performed (refer to measure **BIO-18** for the nesting bird survey requirements).

BIO-2: Dust Control. Active construction areas will be watered regularly to control dust and thus minimize impacts on adjacent vegetation (MSHCP Volume I, Section 7.5.3).

BIO-3: Firefighting Equipment and Preparation. When work is conducted during the fire season (as identified by the Riverside County Fire Department) appropriate fire-fighting equipment (e.g., extinguishers, shovels, water tankers) will be available on the project site during all phases of project construction to help minimize the chance of human-caused wildfires. Shields, protective mats, and/or other fire preventative methods will be used during grinding, welding, and other spark-inducing activities. Personnel trained in fire hazards, preventative actions, and responses to fires will advise contractors regarding fire risk from all construction-related activities (MSHCP Volume I, Section 7.5.3).

BIO-4: Environmental Training. A qualified biologist will conduct a training session for project and construction personnel (MSHCP Volume I, Section 7.5.3) prior to grading. The training will include a description of the species of concern and their habitats, the general provisions of the federal and state Endangered Species Acts (FESA and CESA) and the MSHCP, the need to adhere to the provisions of the acts and the MSHCP, the penalties associated with violating the provisions of the acts, the general measures that are being implemented to conserve the species of concern as they relate to the proposed project, and the access routes to and project site boundaries within which the project activities must be accomplished (MSHCP Volume I, Appendix C). All sensitive areas will be fenced as presented in measure **BIO-6**, below.

BIO-5: Biological Monitoring During Construction. The qualified project biologist will monitor construction activities for the duration of the proposed project to ensure that practicable measures are being employed and avoid incidental disturbance of habitat and species of concern outside the project footprint (MSHCP Volume I, Section 7.5.3). Special attention will be

provided to ensure that the environmentally sensitive area (ESA) fencing required in **BIO-6** is maintained daily. Additionally, ongoing monitoring and reporting will occur for the duration of the construction activity to ensure implementation of best management practices (BMPs). This will be done in concert with **BIO-6**, below, which includes the fencing of sensitive areas.

BIO-6: Installation of ESA Fencing. Construction personnel will strictly limit their activities, vehicles, equipment, and construction materials to the proposed project footprint and designated staging areas and routes of travel. The construction area(s) will be the minimal area necessary to complete the proposed project and will be specified in the construction plans. Construction limits adjacent to sensitive resource areas will be demarcated using ESA fencing (e.g., orange snow screen). The ESA fencing will be reviewed at least weekly by the biological monitor (as indicated in **BIO-5**) until the completion of all construction activities. Employees will be instructed that their activities are restricted to the construction areas (MSHCP Volume I, Appendix C). Access to sites will be from pre-existing access routes to the greatest extent possible (MSHCP Volume I, Section 7.5.3, and MSHCP Volume I, Appendix C). ESA exclusionary fencing will be installed by construction personnel under supervision of a biological monitoring. ESA exclusion fencing will be placed no more than five days prior to the initiation of construction and will be removed within five days of the completion of construction activities.

BIO-7: Removal of Exotic Plant Species. Exotic plant species removed during construction will be properly handled to prevent sprouting or regrowth (MSHCP Volume I, Section 7.5.3).

BIO-8: Clean Construction Equipment of Mud and Debris. Construction equipment will be cleaned of mud or other debris that may contain invasive plants and/or seeds and inspected to reduce the potential of spreading noxious weeds before mobilizing to the site and before leaving the site during the course of construction. Proof of inspection will be provided to the Project Biologist or Construction Engineer to ensure compliance. Cleaning of equipment will occur at least 300 feet from ESA fencing in a designated area.

BIO-9: Guidance on Removal and Disposal of Vegetation. Vegetation will be covered while being carried on trucks, and vegetation materials removed from the site will be disposed of in accordance with applicable laws and regulations.

BIO-10: Hydro-seeding. Post-construction, any disturbed areas remaining as bare ground will be hydro-seeded with a Caltrans-approved seed mix.

BIO-11: Site Access. The Permittee (in this case, City of Menifee) will have the right to access and inspect any sites of approved projects for compliance with project approval conditions, including BMPs (MSHCP Volume I, Appendix C).

BIO-12: Best Management Practices for Erosion Control and Water Pollution. Plans for water pollution and erosion control will be prepared. The plans will describe sediment and hazardous materials control, dewatering or diversion structures, fueling and equipment management practices, and use of plant material for erosion control. Plans will be reviewed and approved by the City of Menifee and Caltrans prior to construction (MSHCP Volume I, Section 7.5.3). The following measures will be provided:

- Water pollution and erosion control plans will be developed and implemented in accordance with RWQCB requirements (MSHCP Volume I, Appendix C) and will ensure that no fluids or sediment from construction will enter into the ESA fenced areas.

- New surface flows will be treated prior to reaching waterways.

- Sediment and erosion control measures will be implemented until such time soils are determined to be successfully stabilized (MSHCP Volume I, Section 7.5.3).

- No erodible materials will be deposited into watercourses or areas demarcated with ESA fencing. Brush, loose soils, or other debris material will not be stockpiled within stream channels or on adjacent banks (MSHCP Volume I, Section 7.5.3, and MSHCP Volume I, Appendix C).

- If streamflows must be diverted, the diversions will be conducted using sandbags or other methods requiring minimal instream impacts. Silt fencing or other sediment trapping materials will be installed at the downstream end of construction activity to minimize the transport of sediments off-site. Settling ponds where sediment is collected will be cleaned out in a manner that prevents the sediment from reentering the stream. Care will be exercised when removing silt fences, as feasible, to prevent debris or sediment from returning to the stream (MSHCP Volume I, Section 7.5.3, MSHCP Volume I, Appendix C). Short-term diversions will consider effects on wildlife (MSHCP Volume I, Section 7.5.3).

- Equipment storage, fueling, and staging areas will be located on non-sensitive upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats (MSHCP Volume I, Section 7.5.3, and MSHCP Volume I, Appendix C). These designated areas will be located in such a manner as to prevent any runoff from entering sensitive habitat. Necessary precautions will be taken to prevent the release of cement or other toxic substances into surface waters. Project-related spills of hazardous materials will be reported to appropriate entities, including, but not limited to, the applicable jurisdictional city, USFWS, CDFW, and the RWQCB, and will be cleaned up immediately and contaminated soils removed to approved disposal areas (MSHCP Volume I, Appendix C).

All equipment maintenance, staging, and dispensing of fuel, oil, coolant, or any other toxic substances will occur only in designated areas within the proposed grading limits of the project site. These designated areas will be clearly marked and located in such a manner as to contain runoff (MSHCP Volume I, Section 7.5.3).

BIO-13: Demarcating Jurisdictional Features for Avoidance. The limits of disturbance, including the upstream, downstream, and lateral extents on either side of any stream (jurisdictional feature) adjacent to the project impact footprint, will be clearly defined and marked in the field. Monitoring personnel (biology) will review the limits of disturbance prior to initiation of construction activities (MSHCP Volume I, Section 7.5.3, and MSHCP Volume I, Appendix C). The upstream and downstream limits of project disturbance plus the lateral limits of disturbance on either side of the stream (jurisdictional feature) will be clearly defined and marked in the field, including ESA fencing installed during construction to ensure avoidance of jurisdictional

areas and marsh habitat. Monitoring personnel will review the limits of disturbance prior to initiation of construction activities.

BIO-14: Determination of Biological or Environmentally Superior Preservation (DBESP). The DBESP addresses riparian-riverine resources. A DBESP report that provides analysis of direct and indirect impacts, avoidance, minimization, and compensatory mitigation, along with the functions and values of the resources being affected as related to MSHCP covered species will be prepared and submitted to RCA, USFWS, and CDFW for review, prior to project approval.

BIO-15: Mitigation for Riparian-Riverine Resources. Compensation of permanent impacts on riparian-riverine resources would occur at a minimum 1:1 for riparian and ephemeral drainages. The compensation can be a combination of enhancement, restoration, and/or creation as long as there is no let loss of riparian-riverine resources. This means that at the very least the amount of riparian-riverine removed and the amount being created must be at a 1:1 ratio. The remaining compensation can occur as enhancement and restoration. Compensatory mitigation should be coordinated with CWA 401 and 404 permitting and CDFW 1602 Streambed Alteration Agreement acquisition to ensure efficiencies with the mitigation effort. Details of this compensation will be provided in the DBESP (measure **BIO-14**). Final mitigation ratios will be determined after consultation with USACE, RWQCB, USFWS, and CDFW. The Permittee may purchase mitigation bank credits through the Riverside-Corona Resources Conservation District In-lieu Fee Program, Santa Ana Watershed Association, and/or creation of riparian-riverine resources, including federal and state jurisdictional water resources within the proposed project's watershed.

BIO-16: Disposal of Trash. To avoid attracting predators of the special-status species, the project site will be kept as clean of debris as possible. All food related trash items will be enclosed in sealed containers and regularly removed from the site(s) (MSHCP Volume I, Appendix C).

BIO-17: Burrowing Owl Preconstruction Survey. A burrowing owl preconstruction survey will be performed within 30 days prior to ground disturbance. The preconstruction survey area will consist of the limits of disturbance (LOD) area and a 300-ft, where accessible.

If burrowing owl are found, an avoidance buffer of a minimum 200-ft during the nonbreeding season and 300-ft buffer during the breeding season would be established around the occupied burrow. On-going burrow monitoring will occur to ensure the established buffers are adequate to avoid disturbance to the species and can be increased if needed. Continued monitoring will occur until the burrow is determined to be inactive. If feasible, passive relocation by a qualified ornithologist may occur after coordination with the Regional Conservation Authority (RCA) and CDFW.

BIO-18: Preconstruction Survey for Nesting Bird. If construction commences during the bird breeding season (defined as March 15 through September 15), a preconstruction survey will occur within three days prior to construction activities by an experienced ornithologist. The survey will occur within all suitable nesting habitat within the LOD and a 300-foot buffer, as access is allowed. If nesting birds are found, a 100-foot (or a width determined through coordination with the wildlife agencies) avoidance area will be established around the nest until a qualified ornithologist has determined that young have fledged or nesting activities have ceased. If nesting listed species are detected, the wildlife agencies will be contacted and a 500-foot (or a

distance determined through coordination with the wildlife agencies) avoidance area will be established around the nest until a qualified ornithologist has determined that young have fledged or nesting activities have ceased.

BIO-19: Fairy Shrimp Habitat Avoidance. If it is determined that listed fairy shrimp are present within the LOD, all suitable fairy shrimp habitat must be fully avoided during construction. All suitable fairy shrimp habitat areas will be fenced as presented in **BIO-6**. If full avoidance is not feasible **BIO-14** must be satisfied.

BIO-20: Equipment Placement Restrictions. During construction, the placement of equipment within a stream or on adjacent banks or adjacent upland habitats occupied by MSHCP covered species that are outside of the project footprint will be avoided (MSHCP Volume I, Section 7.5.3, and MSHCP Volume I, Appendix C).

BIO-21: Preconstruction Survey for Rare Plants and Avoidance. A preconstruction survey will occur for rare plants within the LOD and a 50-foot buffer prior to the staging or ground disturbance activities. Specifically the qualified biologist will survey for chaparral sand-verbena, saltspring checkerbloom, and San Bernardino aster. If any of these are found and full avoidance is feasible, ESA fencing (**BIO-6**) will be placed around the plant population. If avoidance is not feasible, the population will be mapped and seeds will be collected by a qualified biologist with a scientific collection permit prior to any ground disturbance.

2.5 Cultural and Paleontological Resources

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

2.5.1 Discussion of Environmental Evaluation Question 2.5 – Cultural Resources

The information used in this section is from the Holland Road/Interstate 215 Overcrossing Archaeological Survey Report (ASR)(July 2015).

a) No Impact: According to the Archaeological Survey Report (ASR), there are no cultural resources within the project area limits, pursuant to CEQA Guidelines §15064.5(b)(3). The ASR consisted of field investigations, and a literature search at the Eastern Information Center located at the University of California, Riverside. The record search included a review of all available cultural resource survey and excavation reports and site records for an area within a one mile radius of the project area. The results of the records search indicate that 22 surveys have been conducted within a one mile radius of the project area, and four of these investigated a portion of the area. The records search concluded that there were no previously recorded sites identified within the project area limits.

b) No Impact: As mentioned, the ASR prepared for the proposed project consisted of a field investigation, a literature records search, and also contacting the Native American Heritage Commission (NAHC). The results of the records search indicated that 22 surveys have been conducted within a one mile radius of the project area, and four of these investigated a portion of the project area. The previous investigations identified 12 sites within a one mile buffer, however, no previously recorded sites were identified within the proposed project area. A prehistoric village complex, known as the Christensen-Webb Site (referred to by the Pechanga Tribe as *Táawila*), encompassing a midden, petroglyphs, cupule boulders, artifacts, and bedrock milling features, has been recorded within one mile of the proposed project. The site was documented by the San Diego Museum of Man in the 1920s. The *Táawila* is considered a Tribal Cultural Resource (TCR) by the Pechanga Tribe based on consultation conducted under AB 52. These prehistoric resources will not be impacted by the proposed project as the prehistoric resources are more than 0.25 mile away. The NAHC was contacted to request a search of the Sacred Lands Database and provide a list of potentially interested

Native American representatives for the project area. In the response, the NAHC indicated that a search of their Sacred Lands Database did not yield any sacred lands or traditional cultural properties within the proposed project area. Initial letters were also sent to six Native American contacts, in March and April 2015, provided by the NAHC that could potentially have concerns or knowledge of cultural resources in the project area. Follow up letters were sent in June 2015. To date, no responses have been received from the Native American contacts with concerns or knowledge of cultural resources within the proposed project area. Furthermore, pursuant to Assembly Bill 52 which amended CEQA to address California Native American Tribal concerns regarding how cultural resources of importance are treated under CEQA, letters were mailed to the following tribes:

- Soboba Band of Luiseno Indians, July 14, 2015;
- Rincon Band of Luiseno Indians on September 1, 2015;
- Agua Caliente Band of Cahuilla Indians, January 26, 2016.

Coordination meetings were held with representatives from Soboba Band of Luiseno Indians on September 10, 2015 and with Pechanga Cultural Resources representatives on August 26, 2015 to discuss the project. A letter, dated October 19, 2015, formally concluding the AB 52 process has been received from Soboba Band of Luiseno Indians. A letter was also received on March 8, 2016 formally concluding the AB52 process with the Agua Caliente Band of Cahuilla Indians. To date, no further requests for meetings or requests for information have been received by either Rincon Band of Luiseno Indians, regarding the project.

A letter requesting AB 52 consultation was mailed to the Pechanga Cultural Resources Department in September 2015, however, this letter was apparently not received by the Pechanga Tribe. Upon learning of this, the City of Menifee subsequently scheduled and met with representatives from the Pechanga Tribe on May 19, 2016 and had further phone discussions regarding the project. These meetings included discussions related to the project and to identify tribal cultural resources that are of importance to the Pechanga Tribe. The Pechanga Tribe informed the City that the proposed project is within the village known as *Táawila*, which is considered a TCR under AB 52. As part of the AB 52 consultation process, no additional TCR's, as defined under AB52, were identified within or adjacent to the project by the Pechanga Tribe.

Measures **CR-1** and **CR-2** below address the unanticipated discovery of human remains and cultural resources. Measure **CR-3** indicates that an Archaeologist will be retained to monitor ground disturbing activities, and **CR-4** identifies a Tribal Monitor be required on-site during ground disturbing activities. Furthermore, **CR-5** identifies the non-disclosure of location reburials in the event that human remains or associated grave goods are discovered.

With inclusion of the measures identified in Section 2.5.2, the Pechanga Tribe formally concluded the mandates of AB 52 consultation in an email sent on July 1, 2016.

c) Less than Significant Impact with Mitigation: Paleontology is a natural science focused on the study of ancient animal and plant life as it is preserved in the geologic record as fossils. Under California law, paleontological resources are protected by CEQA.

According to the City of Menifee General Plan Draft EIR, during excavation of the Eastside Reservoir Project (Diamond Valley Reservoir) to the east of the City of Menifee, numerous Ice Age mammals were found, including mammoths, mastodons, bisons, and ground sloths. As such, the possibility of finding paleontological resources within City boundaries is deemed to be high at depths of 10 feet or more below ground surface. The Paleontological Resources Sensitivity Map from the City of Menifee General Plan Draft EIR indicated that the proposed project site is designated in a "High Sensitivity" area. The City of Menifee General Plan Draft EIR concludes that the potential to uncover undiscovered paleontological resources throughout the City of Menifee is high. Implementation of mitigation measures would reduce impacts to less than significant.

d) No Impact: Based on the results of the cultural resource record searches, surveys, and Native American Consultation detailed in the ASR, there are no human remains within the project APE that would be affected by the proposed project. If human remains are discovered in State-owned right of way, the provisions of **CR-6, and CR-7** below will be followed. If human remains are found in City-owned right of way, the provisions of CR-1 will be followed.

2.5.2 Avoidance, Minimization, and/or Mitigation Measures

The following standard avoidance and/or minimization measures will be implemented to minimize potential cultural resource impacts:

CR-1: If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant". The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Human remains from other ethnic/cultural groups with recognized historical associations to the project area shall also be subject to consultation between appropriate representatives from that group and the Public Works/Engineering Director.

CR-2: If during ground disturbance activities, unique cultural resources are discovered that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Unique cultural resources are defined, for this condition only, as being multiple artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the Native American Tribe(s).

- All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal

representative(s) and the Public Works/Engineering Director to discuss the significance of the find.

- At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representative(s) and the archaeologist, a decision shall be made, with the concurrence of the Public Works/Engineering Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.

- Grading of further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation.

- Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Treatment and Monitoring Agreements entered into with the appropriate tribes. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the project property so they are not subject to further disturbance in perpetuity.

- Pursuant to California Public Resources Code §21083.2(b) avoidance is the preferred method of preservation for archaeological resources and cultural resources. If the landowner and the Tribe(s) cannot agree on the significance of the mitigation for the archaeological or cultural resources, these issues will be presented to the Public Works/Engineering Director for decision. The Public Works/Engineering Director shall make the determination based on the provisions of CEQA with respect to archaeological resources, recommendations of the project archaeologist and shall take into account the cultural and religious principles and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the Public Works/Engineering Director shall be appealable to the City Planning Commission and/or the City Council.

CR-3 Archaeologist Retained. Prior to issuance of a grading permit the project applicant shall retain a Riverside County qualified archaeologist to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources.

The Project Archaeologist and the representative(s) from the Pechanga Tribe shall be included in the pre-grade meetings to provide cultural/historical sensitivity training including the establishment of set guidelines for ground disturbance in sensitive areas with the grading contractors. The Project Archaeologist and the Pechanga Tribal representative(s) shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Project Archaeologist and the Pechanga Tribal representative(s) shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with any required special interest or tribal monitors.

The developer/permit holder shall submit a fully executed copy of the contract to the Community Development Department to ensure compliance with this condition of approval. Upon verification, the Community Development Department shall clear this condition.

Any newly discovered cultural resources shall be subject to an evaluation, in consultation with the Pechanga Tribe and which will require the development of a treatment plan and monitoring agreement for the newly discovered resources.

CR-4 Native American Monitoring (Pechanga). A Tribal Monitor shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified Tribal Monitor from the Pechanga Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Community Development Department and to the Engineering Department. The Tribal Monitor shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist. The Developer shall relinquish ownership of all cultural resources, including all archaeological artifacts that are of Native American origin, found in the project area for proper treatment and disposition to a curational facility that meets or exceeds Federal Curation Standards outlined in 36 C.F.R. 79. The Applicant/Permittee shall be responsible for all curation costs.

CR-5 Non-disclosure of Location Reburials. It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r), parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).

For work occurring within the Caltrans right of way, the following measures will be implemented:

CR-6 If buried cultural resources are encountered during project activities, it is Caltrans policy that work stop in that area until a qualified archaeologist can evaluate the nature and significance of the find.

CR-7 In the event that human remains are found, the County Coroner shall be notified and all construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the District 8 Division of Environmental Planning; Gabrielle Duff, DEBC at (909) 383-6933 and Gary Jones, DNAC at (909) 383-7505. Further provisions of PRC 5097.98 are to be followed as applicable.

The following mitigation measure will be implemented to address potential paleontological resource impacts:

PALEO-1: In areas of high sensitivity for paleontological resources, each project shall retain a qualified paleontologist to monitoring ground disturbing activity. Should any potentially significant fossil resources be discovered, no further grading shall occur in the area of the discovery until the City of Menifee Community Development Director is satisfied that adequate provisions are in place to protect these resources. Unanticipated discoveries shall be evaluated for significance by a professional paleontologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates, and other special studies; submit materials to a museum for permanent curation; and provide a comprehensive final report including catalog with museum numbers to the City of Menifee Community Development Director.

2.6 Geology and Soils

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS: Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area, or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste-water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

2.6.1 Discussion of Environmental Evaluation Question 2.6 – Geology and Soils

a. i) **Less Than Significant Impact:** The San Andreas fault, considered the master fault in southern California extends over 750 miles from northern California to southern California. The San Andreas fault is divided into segments, with the Coachella fault segment capable of generating a 7.2 earthquake and creating a peak ground acceleration in the City of Menifee of approximately 0.06g. The San Bernardino fault segment is capable of a magnitude 7.5 earthquake, which could result in peak ground accelerations in the City of Menifee of approximately 0.09g and 0.06g. The Elsinore fault extends from northern Baja California to the Los Angeles Basin with the closest segment approximately 6 miles to the west of the City of Menifee. The San Jacinto fault consists of a series of closely spaced faults and is approximately 175 miles long and extends from its junction with the San Andreas fault in San Bernardino southeast towards the Brawley area. The nearest part of the San Jacinto fault to the City of Menifee is approximately 10.5 miles northeast of the City. According to the City of Menifee General Plan Draft

EIR, there are two faults with approximate locations within the City of Menifee. They are located in the central portion of the City near Sun City and near the western City boundary near Quail Valley. These faults are confined to bedrock, they do not affect sediments of Holocene or late Pleistocene age and thus are not considered to be active faults. Therefore, the potential to expose people or structures to adverse effects from ground rupture due to on-site active faulting is considered to be low, and less than significant.

a. ii) **Less than Significant Impact:** The project area is within a seismically active region of southern California and would therefore experience the effects of seismic ground shaking. According to the City of Menifee General Plan Draft EIR, there are two faults with approximate locations within the City of Menifee. They are located in the central portion of the City near Sun City and near the western City boundary near Quail Valley. The San Andreas fault, Elsinore fault, and San Jacinto fault are also located in the vicinity of the City of Menifee. Seismic engineering design would meet the latest County requirements under the Uniform Building Code (UBC). Through the incorporation of current standard seismic design practices, the proposed project would result in a less than significant impact.

a. iii) **No Impact:** Liquefaction is a destructive secondary effect of strong seismic shaking. It occurs primarily in loose, saturated, fine- to medium-grained soils in areas where the groundwater table is within approximately 50 feet of the ground surface. Shaking causes the soils to lose strength and behave as liquid. As indicated in the City of Menifee General Plan Draft EIR, the proposed project site is not located in an area with potential for liquefaction. The local geological and groundwater conditions do not suggest a potential for liquefaction in the proposed project area. Therefore, the risk for liquefaction at the site is considered low. Since the potential for liquefaction is low, the potential for lateral spreading and other secondary effects, such as seismic-induced settlement, is also low. No impact as a result of liquefaction is anticipated.

a.iv) **No Impact:** The project area is relatively flat and there would be a low probability for a landslide. Furthermore, according to the City of Menifee General Plan Draft EIR, the proposed project area is not located in an area where local topographic and geological conditions suggest the potential for earthquake-induced landslides. Therefore, the proposed project would result in no impact.

b) **Less than Significant Impact:** The proposed project would involve clearing, grubbing, and soil disturbance activities. As a result, soil could be exposed to rain and wind, potentially causing accelerated soil erosion and loss of topsoil from the project site. Grading and construction activities could result in soil erosion if effective erosion control measures are not utilized. Best management practices (BMPs) for erosion control are required under the National Pollution Discharge Elimination System (NPDES) regulations pursuant to the Federal Clean Water Act. Federal and state jurisdictions require that an approved Storm Water Pollution Prevention Plan (SWPPP) be prepared for projects that involve greater than one acre of disturbance. The proposed project would result in land being cleared and grubbed, potentially causing accelerated erosion and loss of topsoil from the project site. A SWPPP specifies BMPs that would minimize erosion

and keep all products of erosion from moving off site into receiving waters. Earthwork in the project area would be performed in accordance with the project SWPPP, and the requirements of the City of Menifee, thereby minimizing impacts to less than significant levels under the proposed project.

c) **No Impact:** The project would not be located on a geologic unit that is unstable or that would become unstable as a result of the project. As discussed above under Responses (a.iii) and (a.iv), the project is in an area that has low potential for liquefaction and subsidence and low probability of a landslide due to its relatively flat terrain. Since the potential for liquefaction is low, the potential for lateral spreading and other secondary effects, such as seismic-induced settlement and collapse, is also low. Therefore, there would be no impact as a result of unstable geologic units.

d) **Less than Significant Impact:** According to the City of Menifee General Plan Draft EIR Engineering Materials Map, the proposed project site is characterized as having Old Alluvial Deposits with a variable mix of silt, sand, and gravel, with weathered surface enriched with clay due to soil development and an expansion potential of low to high, depending on original composition and degree of soil development. Development of projects pursuant to the City of Menifee General Plan would require subsurface geotechnical exploration, testing, and compliance with recommendations of geotechnical investigation reports. As such, a comprehensive geotechnical investigation report, including a field investigation and laboratory soil testing, would be performed for the proposed project. Any recommendations arising from that report would be implemented into the proposed project. Therefore, the project would result in less than significant impacts.

e) **No Impact:** The proposed project is for construction of a new overcrossing at Holland Road over Interstate 215and would not require septic tanks or water disposal systems.

2.6.2 Avoidance, Minimization, and/or Mitigation Measures

Minimization measures **WQ-1** through **WQ-4** (from Section 2.9.2) would be implemented to minimize soil erosion.

2.7 Greenhouse Gas Emissions

VII. GREENHOUSE GAS EMISSIONS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

2.7.1 Discussion of Environmental Evaluation Question 2.7 – Greenhouse Gas Emissions

a) **Less Than Significant Impact.** One of the main strategies to reduce California greenhouse gas (GHG) emissions is to make California's transportation system more efficient. In the U.S., the main source of GHG emissions is electricity generation, followed by transportation. In California, however, transportation sources (including passenger cars, light-duty trucks, other trucks, buses, and motorcycles) make up the largest source of GHG-emitting sources. The dominant GHG emitted is CO_2, mostly from fossil fuel combustion. Enhancing traffic operations would lead to an overall reduction in GHG emissions. As the objective of the proposed project is to improve access, which would improve operational efficiency, GHG emissions after completion of the proposed project would be reduced when compared to existing conditions.

Construction Emissions

Greenhouse gas emissions from transportation projects can be divided into those produced during construction and those produced during operations. Construction GHG emissions were calculated using the CalEEMod emissions estimation model, and estimated to total 2,399 metric tons. Construction GHG emissions include emissions produced as a result of material processing, emissions produced by on-site construction equipment, and emissions arising from traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be mitigated to some degree by longer intervals between maintenance and rehabilitation events.

Operational Emissions

As the proposed project would not construct, or facilitate the construction of any new homes or businesses that would generate new vehicle trips, implementation of the proposed project would not generate additional trips. The proposed project would relieve congestion and circulation and provide an additional east-west connection across I-215. While the project would result in an increase in GHG emissions during construction, it is

anticipated that the project would not result in any increase in operational GHG emissions. However, climate change is a global impact, and the proper context for analysis of this issue is not a project's emissions in isolation, but rather as a contribution to cumulative GHG emissions. As quantitative GHG guidelines, including relevant thresholds, have not been developed by the SCAQMD, any references to emissions are provided for informational purposes only. According to a recent white paper by the Association of Environmental Professionals, "an individual project does not generate enough GHG emissions to significantly influence global climate change. Global climate change is a cumulative impact, a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of GHG emissions. As such, project related operational impacts would be less than significant because climate change would not occur directly from project emissions.

b) **Less Than Significant Impact.** The proposed project is needed by the City to address immediate and projected congestion and circulation issues. As such, the proposed project would reduce GHG emissions by improving existing traffic circulation. The proposed project would not conflict with the State's goal of reducing GHG emissions to 1990 levels by 2020. The proposed project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions or greenhouse gases, therefore, impacts would be less than significant.

2.7.2 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.8 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires; including where wildlands are adjacent to urbanized areas, or where residences are intermixed with wildlands?	☐	☐	☐	☒

2.8.1 Discussion of Environmental Evaluation Question 2.8 – Hazards and Hazardous Materials

a) **Less Than Significant Impact:** The proposed project would not include the routine use, transport, or disposal of hazardous materials. During the field inspection conducted for the Initial Site Assessment (ISA) Checklist, no storage structures, transformers, or contamination was observed. The field inspection concluded the possibility of lead in the paint striping. The ISA Checklist determination concluded no potential hazardous waste involvement for the proposed project. Any removal of hazardous wastes from the site would comply with state and federal regulations and therefore would result in a less than significant impact. Standard measures and recommendations to address hazardous waste/materials are in included in Section 2.8.2 below.

b) Less than Significant Impact: As discussed under Response (a), the proposed project

would not involve hazardous materials, and no hazard to the public or environment is foreseen. The field inspection conducted for the ISA Checklist did not observe contamination or hazardous materials, except for the possibility of lead in the roadway paint striping. During construction, impacts could result from potential removal of yellow striping and pavement markers potentially containing lead. Compliance with state and federal regulations would make this a less than significant impact. Standard measures and recommendations to address hazardous waste/materials are in included in Section 2.8.2 below.

c) **No Impact:** The Mt. San Jacinto Community College Menifee Valley Campus is located approximately 0.6 mile to the north of the proposed project site at 28237 La Piedra Road. Paloma Valley High School is located approximately 1.1 miles to the southwest of the proposed project site at 31375 Bradley Road. As the proposed project involves the construction of a new overcrossing at Holland Road over I-215, the proposed project would not emit or handle hazardous substances within one-quarter mile of a school site.

d) **No Impact:** Government Code 65962.5 is known as the Hazardous Waste and Substances Sites (Cortese) List. The Cortese database identifies public drinking water wells with detectable levels of contamination, hazardous substance sites selected for remedial action, sites with Underground Storage Tanks (USTs) having a reportable release and all solid waste disposal facilities from which there is known migration. A review of the DTSC's Cortese List did not identify any known hazardous substance sites in the project vicinity. The Department of Toxic Substances Control (DTSC), EnviroStor Data Management System was also reviewed for the proposed project site. The EnviroStor database provides existing information on permits and corrective action at hazardous waste facilities, as well as site cleanup projects. The database also provides information on completed inspections, enforcement actions, site investigations, site cleanup, permitting, and planned, current or completed corrective actions under DTSC's oversight. The EnviroStor database did not list any sites within or near the proposed project site. Therefore, the proposed project is not located on a site included on a list compiled pursuant to Government Code 65962.5, and no impact would result.

e) **No Impact:** The proposed project is not located within two miles of a public airport or public use airport. Furthermore, the proposed project would not result in a safety hazard for people residing or working in the project area.

f) **No Impact:** The proposed project is not within the vicinity of a private airstrip; therefore, no impact would occur.

g) **Less than Significant Impact:** The proposed project would improve the ability of emergency service providers to serve the community as it would reduce congestion and improve circulation. Currently the existing east-west connections at Newport Road and Scott Road experience traffic congestion which negatively impacts the circulation of the traveling public in and around the City of Menifee, and further reduces response times for emergency services. The proposed project would provide an additional east-west connection across I-215 for emergency service providers to traverse the City. Therefore, it would not interfere with an emergency response or evacuation plan. Emergency response times could increase temporarily during construction of the proposed project due to increased congestion in the area of the proposed project, which could interfere

with emergency response and evacuation plans. This impact would be temporary and would be less than significant with the implementation of a Traffic Management Plan (TMP) (see Measure PS-1 in Section 2.14.12).

h) **No Impact:** The proposed project would construct a new overcrossing at Holland Road over I-215 and would not expose people to a greater risk of loss, injury, or death due to wildland fires than presently exists.

2.8.2 Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required; however, the following avoidance and/or minimization measures[3] will be implemented to minimize potential impacts:

- **HAZ-1:** To avoid impacts from pavement striping during construction, testing and removal requirements for yellow striping and pavement marking materials shall be performed in accordance with applicable regulations and standards.
- **HAZ-2**: In accordance with Section 112 of the Clean Air Act, which established the National Emission Standards for Hazardous Air Pollutants (NESHAP), specific work practices will be followed during demolitions and renovations of all facilities. The regulations require a thorough inspection where the demolition or renovation operation will occur and requires the owner or the operator of the demolition or renovation to notify the appropriate delegated entity (often a state agency) before any demolition, or renovations that contain a certain threshold amount of regulated asbestos-containing material. The rule also requires work practice standards that control asbestos emissions. The project shall comply with all asbestos demolition and removal measures outlined in SCAQMD Rule 403 based on the results of the additional hazardous waste studies are currently under review. Refer to SCAQMD Rule 1403 that specifically addresses asbestos demolition and removal at http://www.aqmd.gov/home/ regulations/compliance/asbestos-demolition-removal.

[3] Minimization measure are ways to minimize impacts by limiting the degree or magnitude of the action and its implementation.

2.9 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map, or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area, structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding; including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

2.9.1 Discussion of Environmental Evaluation Question 2.9 – Hydrology and Water Quality

a) Less Than Significant Impact: The impervious surface area would increase with implementation of the proposed project. The increase of impervious surface area would increase stormwater runoff, which could contain various visible, floating, suspended, and/or petroleum-based pollutants. Furthermore, construction activities associated with the proposed project could result in sediment or other construction-related pollutants.

In the project vicinity, the Paloma Valley Channel crosses under Haun Road and Holland Road, discharging to a channel which flows north, parallel to and along the west side of Haun

Road. The watershed in the area also contributes to the Old Paloma Wash, which is located around the proposed Holland Road extension and ultimately discharges into the I-215 channel. An existing 36-inch culvert conveys flow from a local low point located adjacent to the storage business located on Holland Road. Stormwater runoff is conveyed by the culvert, discharging to the Old Paloma Wash on the downstream side of Holland Road.

The potential for the proposed project to generate pollutants during the post-construction or operational phase is considered low since structural and non-structure source control BMPs will be implemented to control potential water quality issues. The proposed project would not violate any water quality standards or waste discharge requirements, or otherwise substantially degrade water quality, and impacts, if they occur, would be less than significant. During construction, the proposed project would feature standard avoidance and minimization measures to ensure water quality impacts remain at less than significant levels.

b) Less Than Significant Impact: The proposed project would not impede aquifer or groundwater recharge in the area and would not result in the substantial depletion of groundwater supplies or substantially interfere with groundwater recharge such that there would be net deficit in aquifer volumes or lowering of the groundwater table. Impacts related to lowering the groundwater table and groundwater recharge would be considered less than significant.

c) Less Than Significant Impact: The proposed project would not substantially alter the existing drainage pattern or the site or area in a manner that would result in substantial erosion or siltation on-site or off-site. Following construction, the existing drainage patterns would be retained and flows would be managed in a manner similar to the existing conditions. Impacts related to erosion or siltation on-site or off-site would be less than significant.

d) Less Than Significant Impact: The proposed project would result in an increase in impervious surface area and runoff. However, due to the implementation of detention or infiltration basins and implementation of Measures **WQ-1** through **WQ-4**, it is not anticipated that the project would result in hydrologic impacts, such as flooding. As a result, the proposed project would have a less than significant impact on the drainage pattern of the area and would not result in substantial flooding on or off site due to runoff.

e) Less Than Significant Impact: The proposed project would result in an increase in impervious surface area, which would result in an increase in stormwater runoff. However, a NPDES General Construction permit and a SWPPP would be required to address sediment control during construction activities. As such, impacts related to polluted runoff would be less than significant.

f) Less Than Significant Impact: As described above under Responses (a) through (e), the proposed project would result in less than significant short-term construction and long-term operational impacts on water quality. Construction impacts would be reduced through the implementation of Measures **WQ-1** through **WQ-4**. Water quality impacts would be less than significant.

g) No Impact: The proposed project is a roadway overcrossing project and no housing is proposed. Therefore, no housing would be placed within a 100-year flood hazard area.

h) No Impact: A review of the effective Flood Insurance Rate Map (Map No. 06065C2070H dated August 18, 2014) indicates that the entire project lies within unshaded Zone X, which is described as "Areas Determined to be Outside of the 0.2% chance floodplain". No impacts on a one-percent annual chance flood hazard area would occur within implementation of the proposed project.

i) No Impact: No roadways or other structures used or inhabited by people would be placed in the floodplain or any area that would expose them to significant loss or death involving flooding.

j) No Impact: The proposed project is located in an area where there is no risk of tsunami or seiche. The topography of the area is flat; therefore, the risk of mudflow is low.

2.9.2 Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required; however, the following avoidance and/or minimization measures will be implemented to minimize potential impacts:

WQ-1: Construction site BMPs shall be implemented during construction for controlling potential pollutants on construction sites. The following BMP categories shall be considered and implemented, where feasible: Soil Stabilization Practices; Sediment Control Practices; Tracking Control Practices; Wind Erosion Control; Non-Storm Water Controls; and Waste Management and Material Pollution Controls.

WQ-2: Implement Design Pollution Prevention, Low Impact Development (LID), source control, and treatment control BMPs (where feasible and applicable) in compliance with NPDES permit requirements.

WQ-3: Construction will be scheduled to minimize soil-disturbing work during the rainy season.

WQ-4: A Notice of Intent will be filed with the Santa Ana RWQCB for coverage under the state-wide NPDES permit for construction-related discharges. The contractor will prepare a SWPPP that sets forth the BMPs that will be implemented on site. The BMPs will be implemented to minimize spills and keep potentially contaminated materials used during construction out of the drainage waterways as documented in the SWPPP.

2.10 Land Use and Planning

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

2.10.1 Discussion of Environmental Evaluation Question 2.10 – Land Use and Planning

a) **No Impact:** The proposed project would result in the construction of a new four-lane overcrossing at Holland Road that will span over I-215 and Antelope Road within the City of Menifee. The proposed project would create an additional east-west connection within the City. As such, an established community would not be divided by the proposed project.

b) **No Impact:** As discussed in the City of Menifee General Plan Circulation Element, the proposed overcrossing at Holland Road over I-215 is identified in the City's proposed future roadway network as a future freeway overcrossing. Holland Road, within the City of Menifee is identified as a Major divided roadway consisting of 4 lanes. The City of Menifee General Plan roadway network is designed to support the vision for the City that is also reflected in the City's General Plan Land Use Element. The future roadway network will provide the necessary roadway infrastructure and connectivity to accommodate the population and employment growth planned for the City of Menifee. As such, the proposed project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project.

c) **No Impact:** The proposed project is identified in the Western Riverside County MSHCP as a Covered Activity. Coverage under the MSHCP provides an expedited process for biological resource permitting and approvals as well as compensatory mitigation under CEQA. Therefore, the proposed project would not conflict with the MSHCP. Further discussion of the MSHCP is included in Section 2.4.1 (Biological Resources).

2.10.2 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.11 Mineral Resources

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

2.11.1 Discussion of Environmental Evaluation Question 2.11 – Mineral Resources

The information used in this section is from the *City of Menifee General Plan Draft EIR.*

a) No Impact: According to the City of Menifee General Plan, Open Space and Conservation Element, the City of Menifee was mapped for aggregate mineral resource zones (MRZ) by the California Geological Survey in 2008. The following two MRZ designations are mapped in the City of Menifee: MRZ-1 and MRZ-3. The MRZ-1 designation is defined as areas where available geologic information indicates that little likelihood exists for the presence of significant mineral resources. The MRZ-3 designation is defined as areas containing known or inferred mineral occurrences of undetermined mineral resource significance. There are approximately 308 acres in the northwest portion of the City designated as MRZ-1 and almost three-quarters of the City is designated as MRZ-3 mostly in the eastern, southern, and northwestern portions of the City. There are no active mines mapped within the City of Menifee and no known significant mineral resources have been designated in the City of Menifee. As stated in the City of Menifee General Plan Draft EIR, neither the Riverside County General Plan nor the City of Menifee General Plan designate mining sites in the City of Menifee and buildout of the General Plan would not cause a loss of availability of mining sites designated in the City or County General Plans. Mining would also be incompatible with the existing and future land uses of the proposed project site, as the Holland Road overcrossing of I-215 is included in the future plans of the City.

b) No Impact: The proposed project is not located in an area delineated as a locally important mineral resource recovery site. Therefore, there would be no impact.

2.11.2 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.12 Noise

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XII. NOISE: Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

2.12.1 Discussion of Environmental Evaluation Question 2.12 – Noise

Background

Noise is commonly defined as unwanted sound that annoys or disturbs people and potentially causes an adverse psychological or physiological effect on human health. Because noise is an environmental pollutant that can interfere with human activities, evaluation of noise is necessary when considering the environmental impacts of a proposed project.

Sound is mechanical energy (vibration) transmitted by pressure waves over a medium such as air or water, and noise is generally defined as unwanted sound that annoys or disturbs people. Sound is characterized by various parameters that include the rate of oscillation of sound waves (frequency), the speed of propagation, and the pressure level or energy content (amplitude). In particular, the sound pressure level is the most common descriptor used to characterize the loudness of an ambient (existing) sound level. Although the decibel (dB) scale, a logarithmic scale, is used to quantify sound intensity, it does not accurately describe how sound intensity is perceived by human hearing. The human ear is not equally sensitive to all frequencies in the entire spectrum, so noise measurements are weighted more heavily for frequencies to which humans are sensitive in a process called "A-weighting," written as "dBA" and referred to as "A-weighted decibels". Table 2.12-1 below provides definitions of sound measurements and other terminology used in this section, and Table 2.12-2 summarizes typical A-weighted sound levels for different noise sources.

Table 2.12-1. Definition of Sound Measurements

Sound Measurements	Definition
Decibel (dB)	A unitless measure of sound on a logarithmic scale, which indicates the squared ratio of sound pressure amplitude to a reference sound pressure amplitude. The reference pressure is 20 micro-pascals.
A-Weighted Decibel (dBA)	An overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.
Maximum Sound Level (L_{max})	The maximum sound level measured during the measurement period.
Minimum Sound Level (L_{min})	The minimum sound level measured during the measurement period.
Equivalent Sound Level (L_{eq})	The equivalent steady state sound level that in a stated period of time would contain the same acoustical energy.
Percentile-Exceeded Sound Level (L_{xx})	The sound level exceeded "x" percent of a specific time period. L_{10} is the sound level exceeded 10 percent of the time.
Day-Night Level (L_{dn})	The energy average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the A-weighted sound levels occurring during the period from 10:00 p.m. to 7:00 a.m.
Community Noise Equivalent Level (CNEL)	The energy average of the A-weighted sound levels occurring during a 24-hour period with 5 dB added to the A-weighted sound levels occurring during the period from 7:00 p.m. to 10:00 p.m. and 10 dB added to the A-weighted sound levels occurring during the period from 10:00 p.m. to 7:00 a.m.
Peak Particle Velocity (Peak Velocity or PPV)	A measurement of ground vibration defined as the maximum speed (measured in inches per second) at which a particle in the ground is moving relative to its inactive state. PPV is usually expressed in inches/sec.
Frequency: Hertz (Hz)	The number of complete pressure fluctuations per second above and below atmospheric pressure.

Table 2.12-2. Typical Sound Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110	Rock band
Jet flyover at 1,000 feet		
	100	
Gas lawnmower at 3 feet		
	90	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	80	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawnmower, 100 feet	70	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	60	
		Large business office
Quiet urban daytime	50	Dishwasher in next room

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Quiet urban nighttime	40	Theater, large conference room (background)
Quiet suburban nighttime		
	30	Library
Quiet rural nighttime		Bedroom at night, concert hall (background)
	20	
		Broadcast/recording studio
	10	
	0	
Source: Caltrans 2013.		

In general, human sound perception is such that a change in sound level of 1 dB cannot typically be perceived by the human ear, a change of 3 dB is just noticeable, a change of 5 dB is clearly noticeable, and a change of 10 dB is perceived as doubling or halving the sound level.

Different types of measurements are used to characterize the time-varying nature of sound. These measurements include the equivalent sound level (L_{eq}), the minimum and maximum sound levels (L_{min} and L_{max}), percentile-exceeded sound levels (such as L_{10}, L_{20}), the day-night sound level (L_{dn}), and the community noise equivalent level (CNEL). L_{dn} and CNEL values differ by less than 1 dB. As a matter of practice, L_{dn} and CNEL values are considered to be equivalent and are treated as such in this assessment.

For a point source such as a stationary compressor or construction equipment, sound attenuates based on geometry at rate of 6 dB per doubling of distance. For a line source such as free flowing traffic on a freeway, sound attenuates at a rate of 3 dB per doubling of distance (Caltrans, 1998). Atmospheric conditions including wind, temperature gradients, and humidity can change how sound propagates over distance and can affect the level of sound received at a given location. The degree to which the ground surface absorbs acoustical energy also affects sound propagation. Sound that travels over an acoustically absorptive surface such as grass attenuates at a greater rate than sound that travels over a hard surface such as pavement. The increased attenuation is typically in the range of 1 to 2 dB per doubling of distance. Barriers such as buildings and topography that block the line of sight between a source and receiver also increase the attenuation of sound over distance.

Vibration

Operation of heavy construction equipment, particularly pile driving and other impact devices such as pavement breakers create seismic waves that radiate along the surface of the earth and downward into the earth. These surface waves can be felt as ground vibration. Vibration from operation of this equipment can result in effects ranging from annoyance of people to damage of structures. Varying geology and distance will result in different vibration levels containing different frequencies and displacements. In all cases, vibration amplitudes will decrease with increasing distance.

Perceptible ground-borne vibration is generally limited to areas within a few hundred feet of construction activities. As seismic waves travel outward from a vibration source, they excite the particles of rock and soil through which they pass and cause them to oscillate. The actual distance that these particles move is usually only a few ten-thousandths to a few thousandths of an inch. The rate or velocity (in inches per second) at which these particles move is the commonly accepted descriptor of the vibration amplitude, referred to as the peak particle velocity (PPV).

Table 2.12-3 summarizes the typical vibration levels generated by construction equipment (FTA 2006).

Table 2.12-3. Vibration Source for Construction Equipment

Equipment	PPV at 25 feet
Pile driver (impact)	0.644 to 1.518
Pile drive (sonic/vibratory)	0.170 to 0.734
Vibratory roller	0.210
Hoe ram	0.089
Large bulldozer	0.089
Caisson drilling	0.089
Loaded trucks	0.076
Jackhammer	0.035
Small bulldozer	0.003
Source: FTA 2006.	

Vibration amplitude attenuates over distance and is a complex function of how energy is imparted into the ground and the soil conditions through which the vibration is traveling. The following equation can be used to estimate the vibration level at a given distance for typical soil conditions (FTA 2006). PPV_{ref} is the reference PPV from Table 6.

$$PPV = PPV_{ref} \text{ X } (25/\text{Distance})^{1.5}$$

Tables 2.12-4 and 2.12-5 summarize guidelines developed by Caltrans for damage and annoyance potential from transient and continuous vibration that is usually associated with construction activity. Equipment or activities typical of continuous vibration include: excavation equipment, static compaction equipment, tracked vehicles, highway traffic, vibratory pile drivers, pile-extraction equipment, and vibratory compaction equipment. Equipment or activities typical of single-impact (transient) or low-rate repeated impact vibration include: impact pile drivers, blasting, drop balls, “pogo stick” compactors, and crack-and-seat equipment (Caltrans, 2013).

Table 2.12-4. Guideline Vibration Damage Potential Threshold Criteria

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5
Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.		

Table 2.12-5. Vibration Annoyance Criteria

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.9	0.10
Severe	2.0	0.4
Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.		

Existing Conditions

The land uses surrounding the project alignment east of Interstate 215 consist of residential lots south of Holland Road, and a multi-building apartment complex covering the square block north of Holland Road and west of Hanover Lane. The area east of Hanover Lane is agricultural and undeveloped land. The land uses surrounding the project alignment west of Interstate 215 consist of undeveloped/open land and commercial lots.

The residential properties on the south side of Holland Road are developed with single family residences. A solid barrier wall approximately six foot, eight inches high is located between Holland Road and these properties. The primary outdoor use area of the apartment complex north of Holland Road is an outdoor pool area and playground. This area is shielded from the project area by buildings that surround the pool and playground area. The topography along the project alignment is generally flat. The existing Holland Road alignment is at a slightly lower grade relative to the land uses located to the north and south of the alignment.

Short-term (10 minute) attended and long-term (24 hour) sound level measurements were conducted on May 20 and 21, 2015 in the project vicinity in order to establish the existing baseline noise conditions. Short-term noise measurements were conducted at five locations and a long-term noise measurement was conducted at one location representative of adjacent residential land uses, as shown in Figure 6, Noise Measurement and Modeling Locations. One additional short-term measurement (ST-3) was derived using the long-term measurement data. Field photos, field sheets, and calibration records for the Sound Level Meters (SLMs) used during field measurements are included as Appendix B to this document.

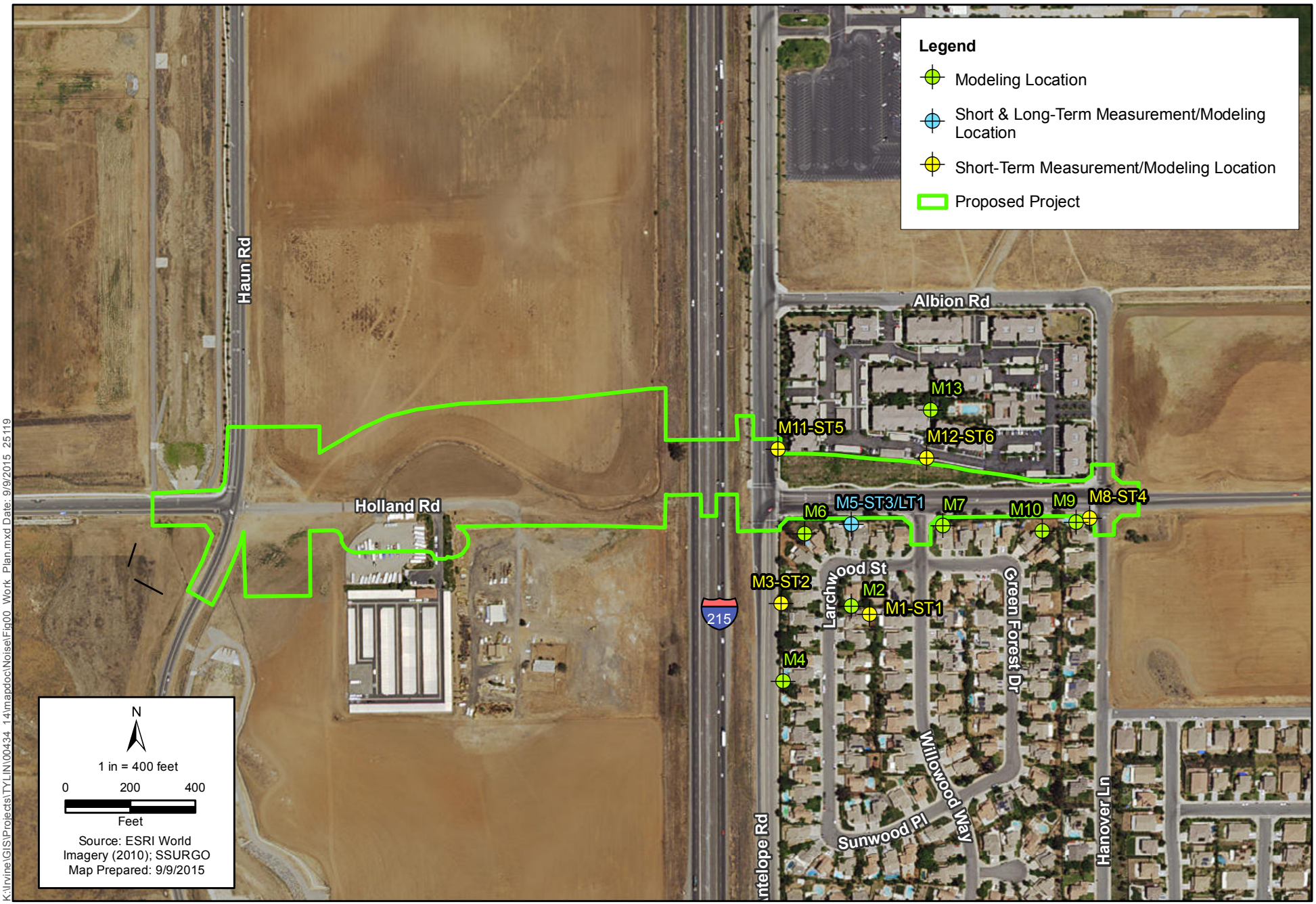


Figure 6
Noise Measurement and Modeling Locations
Holland Road/I-215 Bridge Overcrossing

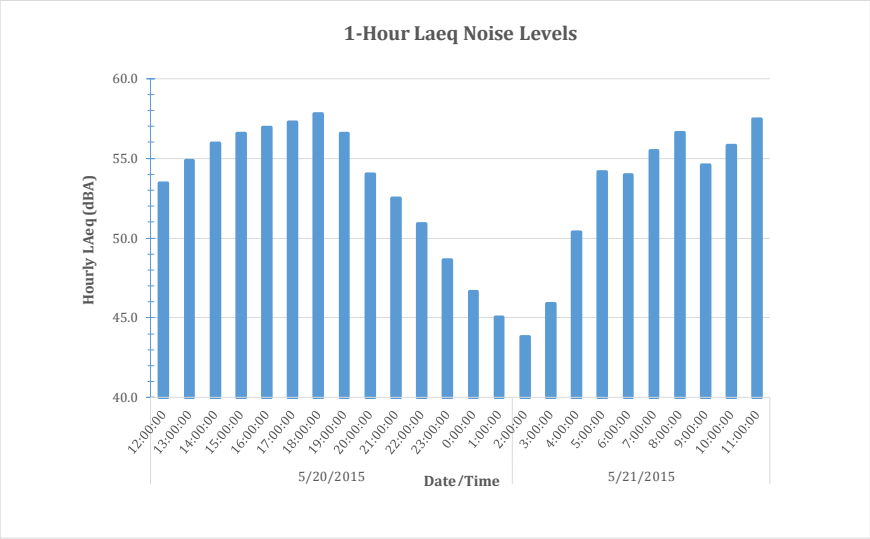
The predominant noise sources during the field measurements consisted of traffic and distant typical neighborhood noise sources such as birds, dogs, and aircrafts. The results of the sound level measurements are summarized in Table 2.12-6, Short-Term Sound Level Measurement Data. Measured short-term L_{eq} values reported in Table 2.12-6 range from approximately 50 dBA L_{eq} (ST-1) to 72 dBA L_{eq} (ST-5) (when rounded to the nearest whole number).

Table 2.12-6 Short-Term Sound Level Measurement Data

Site ID	Location	Measurement Period			Noise Measurement Results (dBA)										
		Date	Start Time	Duration (mm:ss)	L_{eq}	L_{max}	L_{min}	L_{90}	L_{50}	L_{10}	$L_{1.67}$	$L_{8.33}$	L_{25}	L_{08}	L_{02}
ST-1	31070 Larchwood St.	5/21/15	9:32	10:00	49.8	61.9	45.4	47.5	49.5	51.4	53.6	51.5	50.5		
			9:45	10:00	50.8	62.2	44.8	47	49	52.3	58.9	52.7	50.4		
ST-2	31063 Larchwood St.	5/21/15	10:27	10:00	63	71.4	52.4	58.2	61.8	66	68.7	66.4	64		
			10:40	10:00	62.1	70.9	54.4	58	61.2	64.3	67.7	64.5	63.1		
			10:56	10:00	62.1	74.2	53.8	57.7	61	54.5	67.0	64.8	62.9		
ST-3	31023 Larchwood St.	5/21/15	10:40	10:00	54.7	67.7	49.9	51.6	54	-	-	-	55.2	57	58
ST-4	31023 Hanover Ln.	5/21/15	11:52	10:00	63	74.7	40.8	44.3	56.8	67.5	71.8	68.4	63.2		
			12:06	10:00	61.7	71.5	40.9	43.3	55.2	66.6	69.1	67	63.5		
			15:22	10:00	68.6	89.1	43.2	47	60.7	69.4	75.5	69.9	66.3		
			15:35	10:00	64.1	74.5	43.9	48.2	60.2	68.5	71.4	68.7	65.7		
ST-5	30951 Hanover Ln.	5/21/15	8:33	10:00	71.3	80.6	64.7	67.1	70	74	77.2	74.4	71.9		
			8:44	10:00	71.9	84.4	61.9	66.8	70.3	74.2	78.6	74.4	72.7		
ST-6	30951 Hanover Ln.	5/21/15	12:45	10:00	54.8	61.3	48.3	50.2	52.9	58.8	60.2	59	55.9		
			13:03	10:00	57.1	65.7	50.1	52.7	55.7	60	62.8	60.3	57.9		

The long-term sound level data was collected over a period beginning Wednesday, May 20, 2015, and ending Thursday, May 21, 2015. The long-term monitoring location is shown in Figure 6. The figure below shows the diurnal traffic pattern recorded during the long term measurement. Based on the long term measurement, the existing CNEL at this location is 58.6 dBA.

Figure 7 Hourly Long Term Noise Measurements



Changes in traffic noise levels resulting from the project were predicted by the use of FHWA's Traffic Noise Model (TNM®). The TNM® traffic model is FHWA's computer program for highway traffic noise prediction and analysis. The parameters used to estimate vehicular traffic noise were peak hour traffic volumes for existing, Opening Year 2017, and Future Year 2040 traffic volumes, provided by the traffic engineer, as well as vehicle mix (percentages of automobiles, medium trucks, and heavy trucks), posted speed limits, and roadway, receiver, and barrier locations. Distances from the centerline of the roadway to the receivers and other TNM features were derived using Google Earth. The vehicle traffic mix used for all lanes of Interstate 215 is as follows: autos - 93%, medium trucks - 3.4%, and heavy trucks – 3.6%. The vehicle traffic mix used for all other roadways is as follows: autos – 97%, medium trucks – 2%, heavy trucks – 1%.

To validate the accuracy of the model, TNM® was used to compare measured traffic noise levels at field measurement locations with modeled noise for those same locations. For each receiver, traffic volumes counted during the short-term measurement periods were normalized to 1-hour volumes. These normalized volumes were assigned to corresponding project area roadways to simulate the sound power of the noise source during the actual measurement period. Modeled and measured sound levels were then compared to determine the accuracy of the model and if additional calibration was necessary. Results indicated that modeled and measured sound levels agree within 2dBA, and no further calibration was necessary.

The City of Menifee General Plan contains a Noise Element which includes policies for limiting the noise generated from future projects as well as means to abate existing noise problems. Although the Noise Element does not contain specific guidance related to roadway improvement projects, Policy N-1.11 provides guidance on noise levels considered to be compatible with residential uses.

> - Policy N-1.11, Discourage the siting of noise-sensitive uses in areas in excess of 65 dBA CNEL without appropriate mitigation.

The Noise Element also contains noise standards for stationary sources. The following table summarizes these standards.

Table 2.12-7. Stationary Noise Source Standards

Land Use (Residential)	Interior Standards	Exterior Standards
10 p.m. – 7 a.m.	40 Leq (10 minute)	45 Leq (10 minute)
7 a.m. – 10 p.m.	55 Leq (10 minute)	65 Leq (10 minute)

The noise report that was prepared to support the Noise Element of the City's General Plan contains the following table regarding the perception of changes in sound levels.

Table 2.12-8. Changes in Apparent Loudness

±3 dB	Threshold of human perceptibility
±5 dB	Clearly noticeable change in noise level
±10 dB	Half or twice as loud
±20 dB	Much quieter or louder

When the City of Menifee incorporated, the City adopted the County of Riverside Noise Ordinance (Ordinance No. 847). The City's Municipal Code Chapter 9.09.050 includes the stationary noise standards presented in Table 2.12-7, which are consistent with the standards in the County of Riverside Municipal Code.

The City's enforcement code exempts construction noise from capital improvement projects of a governmental agency (Chapter 9.09.020 of City Municipal Code). However, the City imposes restrictions on permissible hours of construction activity to prevent and/or mitigate the generation of excessive noise or adverse impacts on surrounding areas. The permitted construction hours are between 6:30 AM to 7 PM, with no construction permitted on Sunday or national holidays (Chapter 8.01.010, City Municipal Code).

a) Less Than Significant with Mitigation: The proposed project was analyzed for both construction and operational noise impacts and discussed below.

Construction

Construction activities related to development of the project would occur over approximately eighteen months. Construction activities would cause short-term elevated noise levels at the surrounding residences. Construction related noise would occur with the use of construction equipment such as concrete mixers, bulldozers, backhoes, and heavy trucks. The table below provides the noise levels of representative construction equipment to be utilized for the proposed project.

Table 2.12-9. Typical Construction Equipment Noise Levels

Equipment	Noise Levels at 15 meters
Front End Loader	85 dBA
Bulldozer	85 dBA
Backhoe	80 dBA
Water Truck (or other heavy truck)	88 dBA
Generator	81 dBA
Concrete Mixer	85 dBA
Tamper/Roller	74 dBA
Paver	89 dBA
Source: Federal Transit Agency (FTA), Transit Noise and Vibration Impact Assessment (2006) and EPA.	

Based on the types of construction activities and equipment required for the proposed project, noise levels at 15 meters (50 feet) from the center of construction activities would generally range from 74 to 89 dBA during peak periods. As not all of the construction equipment

would be operating at the same time or for the entire day, the noise level from project construction would be substantially lower. In addition, any increase in the background noise level due to project construction would be short-term and temporary.

Construction noise that occurs outside the daytime hours permitted in the City's Municipal Code (Chapter 8.01.010, City Municipal Code) and exceeds the City's stationary source standards are considered to be significant. The analysis above indicates that construction noise that occurs outside of the permitted hours could exceed the City's noise standards. This impact is therefore considered significant.

Implementation of Mitigation Measures **NOI-1** would reduce this impact to a less than significant level by limiting noise-generating construction activity to permitted daytime hours and implementing standard noise reduction methods. Furthermore, to minimize the construction noise within Caltrans right of way, Standard Specification 14-8.02 and SSP 14-8.02 will be followed.

Operation

The potential for project-related traffic noise was determined for the Existing, Opening Year 2017, Opening Year 2017 plus project, Future Year 2040, and Future Year 2040 plus project scenarios. The table below shows modeled receptors and the modeled noise levels under each of these scenarios. The existing CNEL measured along the project alignment at the long term position was 58.6 dBA. The peak noise hour measured during the long term measurement was 57.8 dBA Leq. CNEL values for the analysis were derived from modeled Leq values utilizing the 240 hour measured noise data.

Table 2.12-10, Modeled Exterior Traffic Noise Levels (CNEL)

Site ID	CNEL (dBA)						
	Existing (2015)	Opening Year (2017)	Opening Year Plus Project (2017)	Change	Future Year (2040)	Future Year Plus Project (2040)	Change
M1-ST1	51	51	53	2	54	55	1
M2	57	57	57	0	59	59	0
M3-ST2	65	66	66	0	68	67	-1
M4	65	65	65	0	67	67	0
M5-ST3	59	59	58	-1	61	61	0
M6	64	64	64	0	66	66	0
M7	56	56	58	2	58	60	2
M8-ST4	65	66	68	2	66	71	5
M9	59	59	63	4	60	***66***	6
M10	55	55	59	4	56	62	6
M11-ST5	74	74	74	0	76	76	0
M12-ST6	61	62	61	-1	64	64	0
M13	51	51	52	1	53	54	1
Note: M8-ST4 is not an actual outdoor use area and is not used in the impact assessment**.**							

Receiver locations M8, M11, and M12 were located in public access areas and are not actual outdoor frequent use areas. Only actual outdoor frequent use areas are evaluated for the purposes of assessing CEQA significance. A noise impact is considered to be significant where the difference between with-project and no-project conditions is more than 3 dB (a perceptible change) and the resulting with-project noise level is greater than 65 CNEL. Under 2017 conditions there are no receivers where these conditions are met. Under Future Year 2040 plus project conditions, M9 is the only location where these conditions are met. Therefore, the proposed project is considered to result in a significant noise impact at M9, which represents the residence located at the southwest corner of Holland Road and Hanover Lane.

The construction of a 6-foot high barrier wall to replace the existing wooden fence that connects the residence at M9 to the existing barrier wall would reduce predicted noise levels at this location to below the thresholds of 65 CNEL. The analysis shows that this barrier would reduce the predicted noise leves in the Future Year 2040 plus project scenario at receiver M9 from 66 CNEL (dBA) to 63 CNEL (dBA). As indicated in measure **NOI-2**, replacing portions of the wooden fence at this residence with a 6-foot solid barrier would be sufficient to reduce this impact to a less than significant level.

b) Less Than Significant Impact: Vibration from typical heavy construction equipment operation that would be used during project construction range from 0.076 to 0.210 inches per second peak particle velocity (PPV) at 25 feet from the source of activity. For the proposed project, compaction equipment (i.e., roller compactor) would be used no less than 100 feet from vibratory sensitive receptors. Using the attenuation equation previously mentioned, the PPV values at 100 feet for this equipment would be approximately 0.026 inch per second. Other construction equipment would be used no less than 40 feet from vibratory sensitive receptors. PPV values at 40 feet for this equipment would be approximately 0.01 inch per second.

Because neither the state nor the local municipalities maintain regulatory standards for vibration sources, potential structural damage and human annoyance associated with vibration from construction activities were evaluated against California Department of Transportation (Caltrans) vibration limits. A vibration threshold level of 0.10 inches per second PPV was used to evaluate impacts on nearby receivers because this level represents the boundary between barely perceptible and distinctly perceptible vibration as recognized by Caltrans and others. Because vibration levels from project construction are predicted to be well below applicable vibration thresholds, impacts from groundborne vibration or groundborne noise would be less than significant. Furthermore, the proposed project does not involve changes that would result in noticeable increases in groundborne vibration or groundborne noise levels from use or maintenance of the roadway when compared to the No-Build Alternative. Upon project completion, long-term increases in noise and vibration levels from use or maintenance of the roadway would be less than significant.

c) Less Than Significant with Mitigation: The proposed project would result in a permanent increase in ambient noise levels in the project vicinity. A noise increase is considered to be significant where the difference between with-project and no-project conditions is more than 3 dB (a perceptible change) and the resulting with-project noise level is greater than 65 CNEL. Under Opening Year 2017 scenario there are no receivers where these conditions are met. Under Future Year 2040 scenario, M9 is the only location where these conditions are met. The project is therefore considered to result in a significant noise impact at M9 which represents the residence located at the southwest corner of Holland Road and Hanover Lane (31023 Hanover Lane. Implementation of **NOI-2**, replacing portions of the wooden fence at this residence with a 6-foot solid barrier would be sufficient to reduce this impact to a less than significant level.

d) Less than Significant with Mitigation: Implementation of the proposed project would result in a temporary increase in ambient noise levels in the project vicinity associated with construction. As indicated in Table 12, construction equipment noise levels range from 74 to 89 dBA. Based on the types of construction activities and equipment required for the proposed project, noise levels at 15 meters (50 feet) from the center of construction activities would generally range from 74 to 89 dBA during peak periods. However, not all of the equipment would be operating at the same time or for the entire day, as such, the $L_{eq}(h)$ from project construction would be substantially lower. In addition, any increase in the background noise level due to project construction would be temporary.

An increase in noise resulting from construction activity is considered to be significant if it would result in an exceedance of the County's stationary noise standards during non-permitted hours. The construction noise analysis presented above indicates that this could occur. This impact is therefore considered to be significant. Implementation of NOI-1 would reduce this impact to a less-than-significant level.

e) No Impact: The proposed project site is not located within a two-mile radius of a public or private use airport. Furthermore, no habitable structures are proposed as part of the proposed project. Therefore, no noise impacts related to air traffic are expected. No impacts would occur.

f) No Impact: The proposed project is not located in the vicinity of a private airstrip. Furthermore, no habitable structures are proposed as part of the proposed project. No impacts are anticipated in this regard.

2.12.2 Avoidance, Minimization, and/or Mitigation Measures

The following measure will be implemented to minimize potential impacts:

NOI-1: The following noise control measures will be incorporated into the project contract specifications in order to minimize construction noise effects.

- Operation of noise-generating equipment will be permitted from 6:30AM to 7 PM, no construction is permitted on Sunday or national holidays.
    - All noise-producing project equipment and vehicles using internal combustion engines will be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specification. Mobile or fixed "package" equipment (e.g., arc-welders, air compressors) will be equipped with shrouds and noise control features that are readily available for that type of equipment.
    - All mobile or fixed noise-producing equipment used on the project that is regulated for noise output by a local, state, or federal agency will comply with such regulation while in the course of project activity.
    - Electrically powered equipment will be used instead of pneumatic or internal combustion powered equipment, where feasible.
    - Material stockpiles and mobile equipment staging, parking, and maintenance areas will be located as far as practicable from noise-sensitive receptors.
    - Construction site and access road speed limits will be established and enforced during the construction period.
    - The hours of construction, including noisy maintenance activities and all spoils and material transport, will be restricted to the periods and days permitted by the local noise or other applicable ordinance. Noise-producing project activity will comply

with local noise control regulations affecting construction activity or obtain exemptions therefrom.

- The use of noise-producing signals, including horns, whistles, alarms, and bells, will be for safety warning purposes only.
- No project-related public address or music system will be audible at any adjacent receptor.
- The onsite construction supervisor will have the responsibility and authority to receive and resolve noise complaints. A clear appeal process to the owner will be established prior to construction commencement that will allow for resolution of noise problems that cannot be immediately solved by the site supervisor.
- Furthermore, to minimize the construction noise in areas within Caltrans right of way, Standard Specification 14-8.02 and SSP 14-8.02 will be followed.

NOI-2 During construction, the City will replace the wooden fence located at 31023 Hanover Lane (receiver M9) with a solid barrier at a height of 6-feet and constructed with the same material as the existing barrier located along Holland Road.

2.13 Population and Housing

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING: Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

2.13.1 Discussion of Environmental Evaluation Question 2.13 – Population and Housing

a) Less than Significant Impact: Currently, there are east-west connections at Newport Road north of Holland Road and at Scott Road to the south, however, both crossings include ramps to and from I-215 which results in frequent delays through these interchanges. The proposed project would provide direct east-west access across the City of Menifee without any interference from I-215 ramps and its associated traffic. The proposed project will also draw traffic from Newport Road and Scott Road which will reduce volumes through the I-215 ramp intersections at those arterials. As such, the proposed project would provide relief for current and anticipated future traffic congestion associated with the projected population increases and planned development in the area.

The proposed project would not provide access to any developable lands that are currently inaccessible and would not contribute to unplanned growth in the area, as such, the proposed project is not considered growth-inducing. No direct or indirect long-term impacts on population growth are anticipated with the implementation of the proposed project.

b) No Impact: The proposed project would result in partial acquisitions of properties adjacent to the project area. These partial acquisitions would consist of commercial parcels and undeveloped land. None of these partial acquisitions would necessitate the relocation of people or any existing developments. Implementation of the proposed project would not result in the acquisition of any existing residences. The proposed project would not prevent the construction of any future residences. No existing housing would be displaced as a result of the proposed project; therefore, no replacement housing would be needed.

c) No Impact: As disclosed above, the proposed project would result in partial acquisitions of non-residential properties adjacent to the project area. None of these partial acquisitions would necessitate the relocation of people or any existing developments. Implementation of the proposed project would not result in the acquisition of any existing residences. The proposed project would not require the acquisition of residential right of way. No persons

would be displaced as a result of the proposed project; therefore, no replacement housing would be needed.

2.13.2 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.14 Public Services

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities; need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:	☐	☐	☐	☐
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☒	☐

2.14.1 Discussion of Environmental Evaluation Question 2.14 – Public Services

a) *Fire Protection?* **Less than Significant Impact:** The Riverside County Fire Department provides fire protection services in the City of Menifee with four stations. The nearest fire stations to the project site are the Sun City Station #7 located at 27860 Bradley Road, the Menifee Station #68 located at 26020 Wickerd Road, and the Menifee Lakes Station #76 located at 29950 Menifee Road. Each station is equipped with a minimum of one Type 1 fire engine and a three-person engine company. During construction, traffic will be temporarily affected for areas within the vicinity of existing Holland Road, Antelope Road, Hanover Lane, and Albion Lane with detours and construction vehicles. The proposed project would not result in an increase in population, and thus would not increase the demand for community services. No fire stations would be acquired or displaced. No new demand for fire services would result with implementation of the proposed project. The proposed project would improve emergency access and improve traffic circulation and provide emergency response vehicles with an additional east-west connection through the City of Menifee. The proposed project would provide a beneficial impact as emergency response vehicles would have an additional route to reach potential destinations through the City in an event of an emergency.

Police Protection? **Less Than Significant Impact.** The City of Menifee contracts its police services with the Riverside County Sheriff's Department. The Perris Station located at 137 North Perris Boulevard serves the City of Menifee, among other neighboring cities. Average police response times to emergency calls is 7.28 minutes and average police response times for non-emergency calls is 49.58 minutes. As previously mentioned, traffic may be

temporarily affected with detours and construction equipment. Access to all businesses and existing roadways will continue to be provided during construction. Implementation of the proposed project would not induce population growth, and would not result in the need for additional police services. The proposed project would improve emergency access and traffic circulation and provide a new east-west route over I-215. The proposed project would result in a beneficial impact to police services by providing an additional east-west access route through the City.

Schools? **Less Than Significant Impact.** The Menifee Union School District (MUSD) serves the children of Menifee with one preschool, three middle schools, and nine elementary schools. The Perris Union High School District provides public high school education to the City of Menifee. There are two schools within 0.5 mile of the project area, the Bell Mountain Middle School, located at 28525 La Piedra Road, and the Santa Rosa Academy Charter School, located at 27582 La Peidra Road. The Mt. San Jacinto College campus is also located at 28237 La Piedra Road. The proposed project may result in temporary construction impacts from detours and construction equipment affecting morning and afternoon school drop-off and pick-up times for students commuting to and from the project area and students commuting to and from Mt. San Jacinto College campus. As previously mentioned, the proposed project would not induce population growth in the area beyond that which has been previously planned and would not result in the need for new or expansion of existing school facilities.

Parks? **No Impact.** There are no parks or recreational facilities within the project limits. Wheatfield Park is located to the northeast of the project site, beyond the vacant residential property, but access to the park is not anticipated to be impacted as primary access to the facility is provided by La Piedra Road and Menifee Road. Therefore, no impacts on parks or recreation areas would occur as a result of the proposed project. The proposed project would not induce population growth, increase the demand for new public parks or require the need for physical alteration of existing parks.

Other public facilities? **Less Than Significant Impact.** Construction activities would result in temporary, localized, site-specific disruptions to the local community facilities and services in the proposed project area, primarily related to construction-related traffic changes from trucks and equipment in the area. As construction activities would be temporary in duration, and would not likely have effects that are substantially different than with typical construction activities in Southern California, impacts would be considered less than significant.

2.14.2 Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required; however, the following standard measures will be implemented to minimize potential impacts:

PS-1: A Traffic Management Plan (TMP) shall be prepared to minimize potential impacts on emergency services and commuters during construction.

PS-2: Development of circulation and detour plans to minimize impacts on local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone. This should be implemented in coordination with Measure **PS-1**.

PS-3: Inclusion of detours for bicycles and pedestrians in all areas potentially affected by construction. This should be implemented in coordination with Measure **PS-1**.

PS-4: Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary. This should be implemented in coordination with Measure **PS-1**.

PS-5: The City's Traffic Engineer will coordinate with the Riverside County Fire Department on potential Primary and Secondary access points and comply with applicable fire and emergency safety measures.

2.15 Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XV. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	☒

2.15.1 Discussion of Environmental Evaluation Question 2.15 – Recreation

a) No Impact: There are no parks located within the project area and none are anticipated to be directly or indirectly affected by the proposed project. The nearest park to the project site is Wheatfield Park located approximately 2,000 feet to the northeast of the project site, beyond the vacant residential property. Autumn Breeze Park, is also located approximately 0.6 mile southeast of the project site. As the proposed project involves the construction of a new four-lane overcrossing at Holland Road, the proposed project would not result in the increased use of existing parks or recreational facilities.

b) No Impact: The project proposes a new four-lane overcrossing at Holland Road spanning over the I-215 freeway and Antelope Road only and does not propose the construction or expansion of any park or recreational facility.

2.15.2 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.16 Transportation and Traffic

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC: Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

2.16.1 Discussion of Environmental Evaluation Question 2.16 – Transportation and Traffic

Information used in this section is from the Final Traffic Operation Analysis Report for Holland Road/I-215 Bridge Overcrossing Project (September 2014).

a) Less Than Significant Impact: The proposed project is needed to reduce immediate and projected congestion at the existing east-west connections of I-215 at Newport Road and Scott Road. The project proposes an overcrossing at I-215 which would provide an additional east-west connection. The existing connections across I-215 at Newport Road north of Holland Road and at Scott Road to the south of Holland Road include ramps to and from I-215 which experience frequent traffic delays through these interchange areas. The Holland Road overcrossing would provide direct east-west access through the City without any interference from the I-215 ramps and its associated traffic. In addition, the Holland Road overcrossing would draw traffic from Newport Road and Scott Road which would reduce volumes through the I-215 ramp intersections at those arterials.

Currently, in existing year 2014, the intersection of Haun Road and Scott Road is operating at an unsatisfactory LOS E during the A.M. peak hour. In the existing year 2014, one study

area roadway segment, Scott Road east of Haun Road, is operating at an unsatisfactory level. In the Opening Year (2017) No Build (no project) condition, there are four study area intersection projected to operate at an unsatisfactory LOS:

- I-215 southbound ramps and Newport Road (a.m. peak hour);
- Antelope Road and Newport Road (p.m. peak hour);
- Haun Road and Scott Road (a.m. peak hour); and
- I-215 northbound ramps and Scott Road (p.m. peak hour)

In the Opening Year (2017) No Build condition, one study area roadway segment, Scott Road east of Haun Road, is projected to operate at an unsatisfactory level. In the Opening Year (2017) Build Alternative scenario, two study area intersections are projected to operate at an unsatisfactory LOS:

- I-215 southbound ramps and Newport Road (a.m. peak hour); and
- Menifee Road and Holland Road (a.m. peak hour)

Compared with the traffic operations between the Opening Year (2017) No Build and Build conditions, the proposed project would improve the traffic operations at most of the study intersections. Furthermore, during the p.m. peak hour, all study intersections would operate at satisfactory LOS in Opening Year (2017) Build conditions.

In the Future Year (2040) No Build scenario, five intersections are projected to operate at an unsatisfactory LOS:

- Haun Road and Newport Road (a.m. and p.m. peak hours);
- Antelope Road and Newport Road (p.m. peak hour);
- Haun Road and Holland Road (a.m. and p.m. peak hours);
- Haun Road and Scott Road (a.m. and p.m. peak hours); and
- Antelope Road and Scott Road (p.m. peak hour).

Furthermore, results of the roadway segment analysis for Future Year (2040) No Build scenario indicate that the following three study area roadway segments are projected to operate at an unsatisfactory level of service.

- Newport Road east of Haun Road;
- Newport Road east of Antelope Road; and
- Haun Road south of Newport Road.

In the Future Year (2040) Build scenario, only the intersection of Antelope Road and Scott Road is projected to operate at an unsatisfactory LOS during the p.m. peak hour. Furthermore, in the Future Year (2040) Build scenario, one roadway segment is projected to operate at an unsatisfactory level, Haun Road south of Newport Road. As such, compared with the Future Year (2040) No Build scenario, the proposed project would improve the traffic operations for both intersections and roadway segments.

To summarize, the proposed Holland Road Overcrossing project would improve the overall traffic operations of the vicinity. Traffic from Newport Road and Scott Road would be diverted to the proposed Holland Road overcrossing and improve traffic conditions at the intersections along Newport Road and Scott Road, including improvements at the I-215 ramp intersections. Traffic under the Build scenario would operate better than the No Build scenario. In the Future Year (2040) Build scenario, one intersection is projected to operate at unsatisfactory LOS compared to 5 intersection with the No Build scenario. For roadway segments, one segment in the Build scenario would operate at unsatisfactory levels compared with three roadway segment in the No Build scenario.

As included in the City of Menifee General Plan Circulation Element, the proposed overcrossing at Holland Road over I-215 is identified in the City's proposed future roadway network as a future freeway overcrossing. The City's General Plan roadway network is designed to support the vision for the City that is reflected in the General Plan's Land Use Element. The future roadway network will provide the necessary roadway infrastructure and connectivity to accommodate the population growth and employment growth planned for the City of Menifee.

b) Less Than Significant Impact: The proposed project would not conflict with the County's congestion management program as established by the county congestion management agency, Riverside County Transportation Commission (RCTC). The proposed project would provide congestion relief and improve overall traffic operations in the vicinity including ramp intersections and Newport Road and Scott Road, located north and south of the proposed project site.

c) No Impact: As indicated in the City of Menifee General Plan and the Riverside County Airport Land Use Plan, the northern portions of Menifee are located within the Airport Influence areas of Perris Valley Airport and March Air Reserve Base. The proposed project area is not located within any Airport Influence area. Furthermore, the proposed project would not cause a change in air traffic patterns, as it is outside of any Airport Influence area. Therefore, there would be no impact.

d) No Impact: The proposed project would not substantially increase hazards due to a design feature or incompatible uses. In general, the proposed project would improve traffic safety by providing an additional east-west connection across I-215 and relieve congestion at Newport Road and Scott Road, as it would divert some traffic from congested areas to the new overcrossing.

e) Less Than Significant Impact: The proposed project would improve emergency access, as it would provide an additional east-west connection across I-215 through the City, which

would likely reduce response times for emergency services traveling from one area of the City to another. Furthermore, the proposed project would reduce congestion at Newport Road and Scott Road connections with I-215, which would result in quicker emergency response times.

During construction, roads would remain open and access would be maintained to area businesses and residences. However, emergency response times could increase temporarily during construction of the Build Alternative due to increased congestion, related to construction, in the area. A Traffic Management Plan (TMP) would be prepared to reduce potential construction-related traffic conflicts, detours, and delays. The TMP would include identification of detour routes within the construction area, placement of appropriate signs, cones, and barricades in the vicinity of construction, and scheduling of construction activities during off-peak hours. Long-term road closures and extensive congestion are not anticipated as a result of construction operations. This impact would be temporary and would be less than significant with the implementation of Measure **PS-1** as described in Section 2.14.2.

f) No Impact: The proposed project is not anticipated to conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. According to the City of Menifee General Plan, Holland Road is designated as a Community On-Street Bike Lane (Class II) through the project area. Furthermore, the Holland Road Overcrossing is designated as Potential Future On-Road Transit Service, indicating that the overcrossing will serve a future transit service route connecting the City. As such, the proposed Holland Road Overcrossing has been planned with future public transit and bikeway routes of the City and would not conflict with adopted policies, plans, or programs regarding public transit, bicycles, or pedestrian facilities and would not otherwise decrease the performance or safety of such facilities.

2.16.2 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation is required. Measure **PS-1** through **PS-4** in Section 2.14.2 addresses impacts on emergency response.

2.17 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?,	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

2.17.1 Discussion of Environmental Evaluation Question 2.17 – Utilities and Service Systems

The Eastern Municipal Water District (EMWD) provides water and wastewater services to the City of Menifee. Solid waste is collected by Waste Management Incorporated (WMI) within the City. Southern California Edison (SCE) provides electricity, natural gas is provides by Southern California Gas Company, telephone service is provided by Verizon and cable television service is provided by Mediacom and Verizon.

a) No Impact: The Eastern Municipal Water District (EMWD) provides water and wastewater services to the City of Menifee. The proposed project does not include any use that would increase demand for wastewater treatment. Implementation of the proposed project would not result in impacts to wastewater treatment requirements of the Regional Water Quality Control Board.

b) No Impact: As previously mentioned, the EMWD provides water and wastewater services to the City of Menifee. The proposed project would result in an overcrossing at Holland Road and I-215. The proposed project would not generate any need for new water or wastewater treatment facilities or require the expansion of existing facilities.

c) Less Than Significant Impact: The City of Menifee is located in the San Jacinto Subbasin of the larger Santa Ana River Watershed. The Santa Ana River Watershed includes much of Orange County, the northwestern corner of Riverside County, part of southwestern San Bernardino County, and a portion of Los Angeles County. Within the City of Menifee, the Salt Creek drainage bisects the City and discharges into the Railroad Canyon Reservoir, located at the corporate boundary between the Cities of Menifee and Canyon Lake. The Ethanac Wash watershed includes the communities of Romoland and Homeland. Runoff from this drainage network crosses the Romoland portion of Menifee and eventually reaches the San Jacinto River. The southeastern corner of the City of Menifee is also in the Santa Margarita River Watershed and drains southward via numerous tributaries to Warm Springs Creek. In the vicinity of the proposed project site, a portion of an upstream watershed directs water flows toward the existing Paloma Valley Channel located parallel to and south of Holland Road. This channel crosses under Haun Road and Holland Road discharging to a channel which flows north, parallel to and along the west side of Haun Road. The remaining watershed contributes to the Old Paloma Wash which winds around the proposed Holland Road extension ultimately discharging into and paralleling the existing I-215 channel.

Two new culverts will be constructed as part of the proposed project. The first is a relocation of the existing 36-inch corrugated metal pipe (CMP). Due to the construction of a new driveway entrance for accessing the commercial properties, the existing culvert will be relocated approximately 60 feet west. With the construction of the fill embankment and the bridge abutment, a new sump location would be created. To prevent stagnant ponded stormwater, a second culvert is proposed to convey flow from the sump and discharging it to the outfall channel located on the north side of the Holland Road fill embankment. Furthermore, a new outfall channel will be located adjacent to the toe of the fill slope for the Holland Road/I-215 bridge approach. The channel would begin at the culvert outlet, conveying stormwater runoff east along the base of the fill slope. A second culvert discharges into the channel just prior to joining the existing I-215 roadside conveyance channel. No new facilities or expansion of existing infrastructure is needed outside of the standard improvements associated with roadway construction mentioned. Impacts on the existing stormwater drainage facilities would be considered less than significant.

d) No Impact: The EMWD provides water and wastewater services for the City of Menifee. The proposed project does not contain any components that would require any new or expansion of entitlements. No impacts would occur.

e) No Impact: The EMWD provides water and wastewater services for the City of Menifee. The proposed project does not contain any components that would generate any wastewater that would require treatment at a water treatment plant. No impacts would occur.

f) Less Than Significant Impact: The proposed project would require the use of a local landfill, if applicable, to dispose of materials related to construction. The predominant landfills serving the area include the El Sobrante Landfill and the Badlands Sanitary Landfill. The proposed project would not result in the considerable production of solid waste. During construction, the project would generate some construction waste. Solid waste generated during construction would be considered minimal and disposed of following applicable

regulations. It is not anticipated that the amount of construction waste would exceed the capacity of local landfills; therefore, impacts would be considered less than significant.

g) No Impact: The proposed project would be in compliance with all federal, state, and local solid waste statutes and regulations. No impacts are anticipated.

2.17.2 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.18 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal; or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☒	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

2.18.1 Discussion of Environmental Evaluation Question 2.18 – Mandatory Findings of Significance

a) Less Than Significant With Mitigation. Habitat evaluations were performed for special status species including narrow endemic plant species, Riverside fairy shrimp (*Streptocephalus woottoni*), vernal pool fairy shrimp (*Branchinecta lynchi*), and burrowing owl (*Athene cunicularia*). Focused surveys for these special-status species (excluding fairy shrimp) were performed in 2013 where suitable habitat occurrs. Additionally, in 2013, a review of MSHCP riparian-riverine and vernal pool resources was performed. Small populations of two non-listed special status plants, paniculate tarplant (*Deinandra paniculata*), and smooth tarplant (*Centromadia pungens ssp. laevis*) were found within the BSA. Impacts are anticipated for both of these species. Protocol dry season fairy shrimp surveys were performed in late 2014, and late 2015 and wet season fairy shrimp surveys were initiated in December 2014. Species of Branchinecta (versatile) fairy shrimp are present in Basin 1. While there are two species of Branchinecta (vernal pool and versatile) fairy shrimp, vernal pool fairy shrimp are extremely rare in western Riverside County. Due to the extreme rarity of vernal pool fairy shrimp in western Riverside County and locally widespread, common distribution of versatile fairy shrimp, it is very likely that all of the Branchinecta cysts observed are of versatile fairy shrimp species. No vernal pool fairy shrimp are anticipated to be present in the project study area. Focused surveys were performed for burrowing owl and a total of 15 individuals were detected in the vicinity of the Build Alternative during the series of protocol surveys. MSHCP riparian-riverine resources are present within the biological study area (BSA) and are proposed for removal. The Build Alternative would result in the permanent removal of 0.77 ephemeral drainages and 0.005 acre of wetlands that are MSHCP riparian-riverine resources. The Build Alternative would

result in the permanent removal of 0.22 acres (1,524 linear feet) of federally jurisdictional non-wetlands and 0.005 acre of federally jurisdictional wetlands. In addition, the Build Alternative would result in the permanent removal of 0.74 acre (1,524 linear feet) of state jurisdictional unvegetated streambeds and 0.005 acre of CDFW riparian vegetation. Measures **BIO-1** through **BIO-21** would ensure potential indirect impacts on biological resources would be avoided, mitigated and/or minimized.

There are no cultural resources located within the project area limits and records searches concluded that there were no previously recorded sites within the project area limits.

Regarding paleontological resources, the Paleontological Resources Sensitivity Map from the City of Menifee General Plan Draft EIR indicated that the proposed project site is designated in a "High Sensitivity" area. The City of Menifee General Plan Draft EIR concludes that the potential to uncover undiscovered paleontological resources throughout the City of Menifee is high. As such, implementation of **PALEO-1** would reduce impacts to less than significant levels.

b) Less Than Significant with Mitigation. Planned recent and future projects within the vicinity of the proposed project are listed in Table 2-11. Due to distance and location from the proposed project, not all planned and future projects listed would result in cumulative impacts and are therefore not analyzed. According to the City of Menifee, there are several past, present, and reasonably foreseeable planned projects in the immediate vicinity of the project: Market Rate Apartments, Menifee Village commercial development, Christensen Ranch residential development, Terra Bella/Mosaic residential development, Town Center Specific Plan, and the I-215/Newport Road Interchange project. Construction began on the I-215/Newport Road Interchange project in 2015 and is expected to be completed in late 2016. The Town Center Specific Plan includes development of a master planned community with commercial, recreational, civic, residential and educational land uses. The Market Rate Apartments project is not yet approved. The Menifee Village commercial development has been approved by the City. The Christensen Ranch residential development and Terra Bella/Mosaic residential development have both been approved by the County. As detailed in Section 2.18.2 (Cumulative Impacts), the proposed project would potentially result in cumulative effects when combined with past, present, and reasonable foreseeable future projects; however, the proposed project includes measures to avoid and minimize potential impacts. Therefore, the proposed project would not contribute considerably to cumulative impacts in combination with the planned and programmed projects listed in Table 14.

c) Less Than Significant Impact. Operation of the project would not result in the exposure of persons to any substantially adverse natural or human-made hazards that could directly or indirectly cause substantial adverse effects on human beings, such as geologic hazards, air emissions, noise, hazardous materials, or flooding. All potential effects that could result in substantial exposure of persons to hazards during construction of the project are fully addressed with recommended avoidance and minimization measures, and no permanent impacts have been identified as significant in this Initial Study. Avoidance and minimization measures would be incorporated into the project in order to reduce and control the effects the project would have on the environment.

2.18.2 Cumulative Impacts

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this proposed project. A cumulative effects assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor but collectively substantial impacts taking place over a period of time.

Cumulative impacts to resources in the project area may result from residential, commercial, industrial, and infrastructure development such as roadways, as well as from agricultural development and the conversion to more intensive agricultural cultivation. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and plant and wildlife populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

California Environmental Quality Act (CEQA) Guidelines Section 15130 describes when a cumulative impact analysis is necessary and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts under CEQA can be found in Section 15355 of the CEQA Guidelines.

The cumulative study area includes projects within the vicinity of the project site. Table 2.18-1 summarizes recent and currently planned developments, as obtained from the city planning and development departments.

Table 2.18-1. Cumulative Projects List

Name	Jurisdiction	Description	Status
Newport Road Widening	City of Menifee	This project widened Newport Road from two to three lanes in each direction; installed a signal at Via Corazon and added conduit for future signals; added a double left turn lane from westbound Newport Road to southbound Antelope Road; installed and landscaped a new median; and prepared the road for the interchange project	Completed in Winter 2013
Interstate 215 / Newport Road Interchange	City of Menifee	This project will reconstruct the interchange to provide easier freeway access and widen the overpass to improve traffic flow on this busy thoroughfare	Construction began in Spring 2015 and is expected to be completed in Winter 2016
Town Center	City of Menifee	The Town Center Specific Plan (proposed project) includes development of a master planned community comprised of complementary commercial, recreational, civic, residential, and educational land uses for a total of approximately 558,657 square feet	Mass graded Shopping center at North West corner graded and buildings under construction
Christensen Ranch	City of Menifee	Town home development located upon 30.5 acres	Map recorded
Terra Bella/Mosaic	City of Menifee	Scheduled a division of 79.82 acres into 277 residential lots	Approximately 50% built

Name	Jurisdiction	Description	Status
Menifee Village	City of Menifee	Planning Application Plot Plan No. 2015-115 proposes the development of a retail shopping center including ten (10) buildings totaling 231,600 sq. ft. on a 27.3 gross acre site. The following buildings are proposed: Bldg. A: 41,000 sq. ft. major retail Bldg. B: 50,000 sq. ft. major retail Bldg. C: 60,000 sq. ft. major retail Bldg. D: 20,000 sq. ft. major retail Bldg. E: 18,400 sq. ft. major retail Bldg. F: 15,200 sq. ft. Pharmacy with Drive-thru Bldg. G: 3,600 sq. ft. Financial (bank) Bldg. H: 7,400 sq. ft. Shops Bldg. I: 8,500 sq. ft. Shops Bldg. J: 7,500 sq. ft. Restaurant The project proposal includes 114,127 sq. ft. of landscaping and 1,275 parking spaces	Application recently submitted, under review
Market Rate Apartments	City of Menifee	Pre-Application Review No. 2014-254 is for the preliminary review of a proposal for the construction and operation of a 236-unit market-rate apartment complex and a 100-unit senior (independent) living facility on 17.2 acres (north of Holland Road) and a 68-unit single-family Schedule A residential subdivision on 17.3 acres (south of Holland Road)	Pre-Application and Formal Applications submitted
The Lakes (Pulte and Lennar)	City of Menifee	Residential development.	Residences now selling.
Menifee Unified School District Headquarters	City of Menifee	Construction of Menifee Unified School District headquarters facility.	Not yet determined
Stater Brothers	City of Menifee	Construction of Stater Brothers supermarket.	Construction to be completed late 2015.
Menifee Heights	City of Menifee	Residential development	Not yet determined
Menifee Nautical's Cove	City of Menifee	Residential development	City Council approved project in 2010

Name	Jurisdiction	Description	Status
Source: City of Menifee Website, www.cityofmenifee.us/248/Long-Term-Planning-UpcomingProject, accessed April 2015. City of Menifee Land Development/CIP Projects Map, December 2015. Note: Not all projects on this table are within the cumulative/resource study area of the proposed project for all resources addressed. Please refer to each resource area discussion in Section 2.18.2 for the resource study area associated with each resource.			

The following analysis evaluates the project's potential to contribute to cumulative impacts.

For resources identified as having a less than significant impact with mitigation or a less than significant impact, a preliminary review of the potential impacts identified was conducted to determine if a reasonably foreseeable cumulative impact could occur. Based on this review, it was determined that the resources that could potentially contribute to significant cumulative impacts to a considerable degree when combined with past, present, and reasonably foreseeable future projects are: aesthetics, agricultural resources, air quality, biological resources, cultural resources, paleontological resources, hazards/hazardous materials, hydrology and water quality, geology/soils, land use and planning, noise, transportation/traffic, and public services and utilities. A cumulative evaluation for these environmental resource topic areas is provided below.

Aesthetics

The resource study area (RSA) for aesthetics is considered to be the area within one mile of the project. The land uses within this area include designations for residential, Economic Development Corridor, Open Space-Conservation, and Specific Plan. Cumulative projects within the visual study area include Menifee Village, and the Market Rate Apartments. A development application was filed and under review for the Menifee Village project and a formal development application has been filed for the Market Rate Apartment project. It is expected that these projects would individually include an analysis of visual impacts and would provide avoidance, minimization, and/or mitigation measures as needed.

Air Quality

The air quality analysis for the proposed project concluded that the project would not conflict with or obstruct implementation of the applicable air quality management plan, violate any air quality standards, contribute substantially to an existing or projected air quality violation, or result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard.

The construction schedule for some of the projects in Table 2-11 is uncertain, or some of the projects will be completed prior to or after completion of the proposed project. Therefore, there is the potential that construction of some of these projects would occur at the same time and would meet the cumulative project criteria for air quality. Measures for dust control during construction, as stipulated by SCAQMD Rule 403, would be implemented to ensure that the proposed project would not substantially contribute to potential cumulative impacts on air quality. Adherence to these regulations by each project in the project vicinity would also be required. Cumulative impacts, should they occur, would be minor and temporary.

Biological Resources

The area used for assessing cumulative effects was correlated with the limits of the City of Menifee where the BSA occurs. Menifee is a rapidly developing city with many ongoing and

anticipated residential and commercial developments. Additionally, transportation improvement projects are expected to arise due to an increase in traffic volume and congestion within the City. Most of the land within the City is developed for commercial and residential or agricultural uses. Much of the remaining natural vegetation occurs in scattered, often fragmented patches on hills throughout Menifee Valley or is in other areas not easily developed.

The preservation of land through the MSHCP would limit any cumulatively considerable regional disruption of wildlife. Given that sensitive species currently occur within the cumulative study area, development proposals will be required to adequately mitigate impacts on wildlife and habitat before development is permitted. Participation and enforcement of the MSHCP will reduce cumulative impacts on sensitive species, and its implementation will protect habitat for these species. These activities would reduce cumulative impacts on biological resources to less than significant levels. In addition, present and future projects would comply with requirements of the MBTA to avoid, minimize, and /or mitigate potential impacts on protected nests and, pursuant to existing federal and state regulations, would be required to implement restoration and replacement efforts for any impacts on special-status plants and wildlife. After the incorporation of measures provided in this IS related to biological resources, the proposed project's incremental contribution would not result in a cumulatively considerable impact.

Cultural and Paleontological Resources

Records searches conducted for the project area revealed no previously identified resources. Mitigation measures have been proposed if cultural resources are discovered during construction. Cumulative project impacts on cultural and paleontological resources would vary based on the footprint of each project. All projects that could potentially affect cultural and paleontological resources would be required to evaluate and assess impacts and, if necessary, provide mitigation measures.

Hazards/Hazardous Materials

The resource study area for hazards/hazardous materials includes the area within 0.5 mile of each side of the proposed project. The cumulative projects in the RSA for hazards/hazardous materials include the Town Center project, the Menifee Village, and the Market Rate Apartments. The Town Center project involves a master planned community of commercial, recreational, civic, residential, and educational land uses. The development application for the Menifee Village project is currently under review and a formal application has been submitted for the Market Rate Apartments. Due to their anticipated uses, the cumulative projects would not be expected to result in the storage, handling, or transport of hazards or hazardous materials. Furthermore, the review of the DTSC's Cortese List for hazardous substances did not identify any known sites in the project vicinity. The EnviroStor database also did not list any sites within or near the project site.

However, the proposed project, in conjunction with other projects, could expose the public to ACMs, LBP, PCBs, and pesticides during construction activities, should these materials be present. Adherence to project-specific requirements and measures would limit the potential for simultaneous exposure. Cumulative effects, should they occur, would be minor and temporary. Therefore, the proposed project, when combined with other projects, would not result in significant cumulative impacts under CEQA related to ACMs, LBP, PCBs, and pesticides.

Hydrology and Water Quality

The cumulative study area for hydrology and water quality is the San Jacinto Subbasin of the Santa Ana River Watershed. The Santa Ana River Watershed includes much of the County of Orange, the northwestern corner of Riverside County, and portions of San Bernardino and Los Angeles Counties. Middle Santa Ana Hydrologic Area (HA), which encompasses approximately 520 square miles and includes portions of San Bernardino and northwestern Riverside County and is within the Santa Ana Hydrologic Basin Planning Area of the Santa Ana RWQCB. The Santa Ana River is the major drainage course in the Santa Ana Hydrologic Basin Planning Area.

The proposed project and other planned projects within the watershed are subject to compliance with the RWQCB's Santa Ana River Basin Plan, NPDES Permits, Riverside County codes, and pertinent city codes. Compliance with these plans and regulations would help minimize impacts on surface water runoff, groundwater recharge, groundwater elevations, and water quality impacts. The projects being considered for the cumulative analysis related to hydrology and water quality include all planned developments that would discharge to the Santa Ana River Hydrologic Unit. Because cumulative hydrology and water quality impacts are caused by the buildout of projects that increase the amount of impervious areas as well as pollutant loads, cumulative development is considered to be the development of all available parcels with plans for development within the Santa Ana River Hydrologic Unit over an extended period of time.

New development and redevelopment can increase urban pollutants in dry weather as well as stormwater runoff from project sites in wet weather. Each project must comply with NPDES permitting requirements and include BMPs to minimize impacts on water quality and local hydrology in compliance with local ordinances and plans adopted to comply with the MS4 Permit, Drainage Area Master Plan (DAMP), and Local Implementation Plan (LIP) as well as other applicable regulatory permits (e.g., De Minimus Permit, Construction General Permit, Section 404 Permit, 401 Water Quality Certification, CDFW Section 1600 Streambed Alteration Agreement). Each project must consider impaired receiving waters and the annual total maximum daily load (TMDL). The TMDL program identifies all constituents that adversely affect the beneficial uses of water bodies. It also identifies appropriate reductions in pollutant loads or concentrations from all sources so that the receiving waters can maintain/attain the beneficial uses found in the Basin Plan. Thus, by complying with TMDLs, the project's contribution to overall water quality improvement in the watershed, in context of the regulatory program, accounts for cumulative impacts.

The proposed project would include BMPs that would reduce pollutant concentrations in runoff from the roadway. In addition, the proposed storm drains would include longitudinal drainage systems and inlets and/or graded line drains that would be sized to accommodate runoff in the tributary watershed under buildout conditions.

Regional programs and BMPs, such as TMDL programs, the DAMP/LIP, and the MS4 Permit, have been designed in anticipation of future urbanization within the region. The regional control measures contemplate the cumulative effects of proposed development. The proposed project would be required to comply with the regulations in effect at the time the grading permits are issued. Compliance with these regional programs and the Construction General Permit constitutes compliance with programs to address cumulative water quality impacts. Therefore, the proposed project's contribution to cumulative hydrology and water quality impacts would not

be substantial. The proposed project would not contribute considerably to cumulative hydrology, floodplain, water quality, and/or stormwater runoff impacts in combination with the planned and programmed projects listed in Table 2.18-1.

Geology/Soils

The RSA includes the area within 0.5 mile of each side of the project. The cumulative projects in the RSA for geology and soils include the Town Center project, the Menifee Village project, and the Market Rate Apartments project. The Town Center project is currently in the grading and building process. The Menifee Village development application was recently submitted, and the development application has also been submitted for the Market Rate Apartments project.

The proposed project, in conjunction with other planned projects in the vicinity, may result in short-term increases in erosion due to grading activities. Increased development density in the surrounding areas could expose persons and property to potential impacts due to seismic activity. However, construction in accordance with the accepted engineering standards and building codes, on a project-by-project basis, will reduce the potential for structural damage due to seismic activity to the maximum extent feasible.

Noise

The RSA for noise includes the area within 0.5 mile of each side of the project. The cumulative projects in the noise RSA include the Town Center project, the Menifee Village project and the Market Rate Apartments project. The Town Center project is undergoing grading and would comply with applicable regulations related to construction noise. The Menifee Village project's development application has been submitted, and a development application has also been submitted for the Market Rate Apartments project. The timing of construction of these projects and the proposed project could overlap. Compliance with City and County municipal codes would place restrictions and time limits on construction activities. With adherence to these codes, the cumulative impact for construction noise would be less than significant. In addition, because construction-related noise generated under the proposed project would be addressed by implementation of the noise control measures, construction-related impacts from the proposed project would not result in a cumulatively considerable impact.

Traffic/Transportation

The RSA for construction traffic includes the area within 0.5 mile of each side of the project. The cumulative projects in the RSA include the Town Center project, the Menifee Village project, and the Market Rate Apartment project. The Town Center project is being graded and being constructed on land designated as Economic Development Corridor (EDC). The EDC designation is primarily intended for uses along corridors such as the I-215. Development in EDC areas require conceptual master plans, which involve a comprehensive understanding of the relationship to surrounding uses to create a cohesive, integrated development for projects within EDC areas. The master plan takes into consideration circulation, infrastructure, and design related issues for the site and its adjacent uses. The proposed project includes the preparation of a TMP to reduce potential construction related traffic conflicts, detours, and delays. The TMP would include identification of detour routes within the construction area, placement of appropriate signs, cones, barricades, in the vicinity of construction, scheduling of construction activities during off-peak hours, and development of plans that ensure emergency access and

entry to existing businesses and residences in the construction area. This impact would be temporary and would be less than significant with the implementation of Measure **PS-1** through **PS-5** in Section 2.14.2.

The traffic analysis for the proposed project is based on future traffic conditions in the Future Year 2040, which accounts for future development in the project area. As a result, the analysis in Section 2.16 constitutes the operational cumulative analysis for the proposed project. In Future Year 2040 without the proposed project, five intersections and three roadway segments are projected to operate a deficient LOS. With the proposed project, in Future Year 2040, one intersection and one roadway segment would continue to operate at an unsatisfactory LOS. As such, the proposed project would improve the overall traffic operations of the vicinity. Traffic conditions at the intersections of Newport Road and Scott Road would improve, including improvements at the I-215 ramp intersection. Traffic conditions with the proposed project would operate better than without the proposed project.

Other projects in the area may be under construction in the same timeframe as the proposed project. To the extent that construction periods overlap, there is a potential for cumulative local level traffic impacts from multiple project detours and lane reductions occurring simultaneously in and adjacent to the project area, potentially resulting in deterioration of traffic operations on local roadways. With minimization Measure **PS-1** through **PS-5**, the proposed project would have no adverse short-term impacts on traffic/transportation; therefore, the project would not contribute considerably either directly or indirectly to cumulative impacts.

Public Services and Utilities

The RSA for the project includes the project site and properties immediately adjacent to the project. The cumulative projects in the RSA include the Market Rate Apartments project. There has been a development application submitted for the Market Rate Apartments project. No timeline for construction is known at this time. As such, public service and utilities would not be cumulatively impacted with the proposed project. Furthermore, the potential for disruption or obstruction of emergency services access in the project area to occur as a result of construction activities would be avoided with Measure **PS-1** through **PS-5.**

2.18.3 Avoidance, Minimization, and/or Mitigation Measures

No additional avoidance, minimization, or mitigation measures are needed beyond those proposed under the individual resource discussions.

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Chapter 3 Coordination and Comments

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process to determine the scope of environmental documentation, the level of analysis, potential impacts and mitigation measures, and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including meetings and coordination with resource agencies and Native American organizations. This chapter summarizes the results of the City's efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

3.1.1 Coordination with Resource Agencies

The Native American Heritage Commission (NAHC) was contacted on December 3, 2014 by way of a letter and map depicting the project location. A Sacred Lands Data Files search and list of potentially interested Native American Groups and Individuals was requested. The NAHC responded on December 3, 2014. They stated that a search of the Sacred Land file had failed to indicate the presence of Native American cultural resources in the immediate project area. In addition, the NAHC provided a list of Native American contacts in the region. On March 9, 2015 letters and project maps were sent to five Native American groups/individuals. A letter was also sent to an additional person on April 23, 2015. A second letter containing information about upcoming geotechnical borings and an updated project location map was mailed on June 4, 2015 to all six Native American groups/individuals. Furthermore, pursuant to AB52, letters were mailed to Soboba Band of Luiseno Indians, Rincon Band of Luiseno Indians, and Agua Caliente Band of Cahuilla Indians. Coordination meetings were held with representatives from Soboba Band of Luiseno Indians and Pechanga Cultural Resources representatives. A letter requesting AB 52 consultation was mailed to Pechanga Cultural Resources Department in September 2015, however, this letter was apparently not received. The City of Menifee subsequently scheduled and met with Pechanga representatives on May 19, 2016 and had further phone discussions regarding the project. These meetings included discussions related to the project and to identify tribal cultural resources that are of importance to the Pechanga Tribe. Further details regarding cultural resource coordination and AB 52 coordination is discussed in Section 2.5.1.

3.1.2 Circulation

The Initial Study (with Proposed) Mitigated Negative Declaration was circulated for public review from April 25, 2016 to May 24, 2016. The document was made available for review at the City of Menifee City Hall Front Counter, Paloma Valley Library, and Sun City Library. The document was also made available on the City's website online. Notices regarding the document availability were published in the Press Enterprise and PE online (the Press Enterprise website) on April 25, 2016.

A total of nine comment letters/emails were received during the availability period for the Draft IS/MND. Copies of the letters/emails along with responses, are provided in Appendix D.

Commenter	**Date**
State Clearinghouse and Planning Unit	May 25, 2016
Cal Fire – Strategic Planning Bureau	May 11, 2016
Rincon Band of Luiseno Indians	April 26, 2016
Cynthia Nemelka	April 29, 2016
Viviana Melgarejo	April 28, 2016
Mary Brown	May 3, 2016
Karen Kools	May 5, 2016
Department of Transportation - Intergovernmental Review	May 24, 2016
Pechanga Indian Reservation	May 24, 2016

Chapter 4 Distribution List

The Draft IS/MND or Notice of Intent was distributed to local and regional agencies, utility providers, and property owners affected by the project.

Agencies, Utilities, and Elected Officials		
Veronica Li U.S. Army Corps of Engineers Regulatory Division 911 Wilshire Boulevard Los Angeles, CA 90017	Sarah Manwaring, City Clerk City of Menifee 29714 Haun Road Menifee, CA 92586	Hon. Lesa Sobek, Council Member, District 3 City of Menifee 29714 Haun Road Menifee, CA 92586
Heather Pert State of California, Dept. of Fish & Wildlife, Region 6 3602 Inland Empire Blvd, Ste C-220 Ontario, CA 91764	Jonathan G. Smith P.E., Public Works Director City of Menifee Public Works Department 29714 Haun Road Menifee, CA 92586	Hon. Marion Ashely, Supervisor Riverside County, District 5 14375 Nason Street Moreno Valley, CA 92555
Jillian Wong, Ph.D South Coast AQMD 21865 East Copley Drive Diamond Bar, CA 91765	Captain Brandon Ford, Police Chief Menifee Police Department – Perris Station 137 N. Perris Blvd. Suite A Perris, CA, 92570	Katie Croft, Archaeologist Agua Caliente Band of Cahuilla Indians 5401 Dinah Shore Drive Palm Springs, CA 92264
Tom Howard, Executive Director State Water Resources Control Board 1001 I Street Sacramento, CA 95814	Dr. Steve Kennedy, Superintendent Menifee Union School District 30205 Menifee Road Menifee, CA 92584	Anna M. Hoover, Cultural Analyst Pechanga Band of Luiseño Indians Cultural Resources Department PO Box 2183 Temecula, CA 92593
Joseph Tavaglione California Transportation Commission 1120 N Street, Rm. 2221 (MS-52) Sacramento, CA 95814	Dr. Roger Schultz, Superintendent Mount San Jacinto Community College 28237 La Piedra Road Menifee, CA 92584	Joseph Ontiveros, Cultural Resource Director Soboba Band of Luiseño Indians P.O. Box 487 San Jacinto, CA 92581
Office of the Fire Marshall Riverside County Fire Department 2300 Market St., Suite 150 Riverside, CA 92501	Hon. Dianne Feinstein, Senator U.S. Senate 11111 Santa Monica Blvd., Suite 915 Los Angeles, CA 90025-3343	Jim McPherson Rincon Band of Luiseño Indians Cultural Resources Department 1 West Tribal Road Valley Center, CA 92082
Riverside Transit Agency 1825 Third Street Riverside, CA 92517-1968	Hon. Barbara Boxer, Senator U.S. Senate 3403 10th Street, Suite 704 Riverside, CA 92501	County Recorder 2720 Gateway Drive Riverside, CA 92507
Southern California Association of Governments San Bernardino County Regional Office Santa Fe Depot 1170 West Third Street, Suite140 San Bernardino, CA 92410-1715	Representative Ken Calvert U.S. House of Representatives, District 42 4160 Temescal Cyn Road, Ste 214 Corona, CA 92883	Hon. Scott Mann, Mayor City of Menifee 29714 Haun Road Menifee, CA 92586
Huasha Liu, Planning Director Southern California Association of Governments 818 West Seventh Street Los Angeles, CA 90017	Hon. Mike Morrell, Senator California State Senate, District 23 10350 Commerce Center Dr, Ste A-220 Rancho Cucamonga, CA 91730	Southern California Gas Company 555 West 5th Street Los Angeles, CA 90013
Mark Wills Riverside County Flood Control District 1995 Market Street Riverside, Ca 92501	Melissa Melendez, Assembly Member California State Assembly, District 67 41391 Kalmia Street Suite 220 Murrieta, CA 92562	Rebecca Tibayan, Eastern Municipal Water District PO Box 8300 Perris, Ca 32572-8300

Linda La Pierre Ortiz Local Public Affairs Region Manager SoCal Southern California Edison P.O. Box 800 Rosemead, CA 91770	AT&T Right of Way/Utilities Coordination 300 North Continental Blvd. El Segundo, CA 90245	Riverside County Transportation Commission ATTN: Project Development Director P.O. Box 12008 Riverside, CA 92502
Joel Bergenfeld Menifee Valley Medical Center 28400 McCall Blvd. Menifee, CA 92585	Riverside County Planning Department 4080 Lemon Street Riverside, CA 92502	Western Riverside Council of Governments 4080 Lemon Street, 3rd Floor, MS 1032 Riverside, CA 92501

Businesses and Other Property Owners		
APN: 372012001 JASON STRICKLAND 31006 LARCHWOOD ST MENIFEE CA 92584	APN: 360230011 GLEN K KIM FAMILY 1145 STANLEY AVE # 7 GLENDALE CA 91206	APN: 364070047 STRATA HOLLAND 4370 LA JOLLA VILLAGE 960 SAN DIEGO CA 92122
APN: 364070048 STRATA CANTABRIA 4370 LA JOLLA VILLAGE DR SAN DIEGO CA 92122	APN: 364070031 MT SAN JACINTO COMMUNITY COLLEGE DIST 1499 N STATE ST SAN JACINTO CA 92583	APN: 372040043 STRATA HOLLAND 4370 LA JOLLA VILLAGE 960 SAN DIEGO CA 92122
APN: 360230008 MANSLAND DEV 26100 NEWPORT RD NO A12 MENIFEE CA 92584	APN: 360130003 JIMMIE P NELSON P O BOX 309 EL CAJON CA 92022	APN: 372013004 BRIAN A BURNS 35297 PROVENCE DR MURRIETA CA 92562
APN: 372011006 CLETA BANKS 31095 LARCHWOOD ST MENIFEE CA 92584	APN: 360230018 SFU INV LTD PARTNERSHIP P O BOX 2713 NEWPORT BEACH CA 92663	APN: 372012018 JAMES EDWIN MACAFEE 31105 WILLOWOOD WAY MENIFEE CA 92584
APN: 372013003 VINCENT A CAMERON 31100 WILLOWOOD WAY MENIFEE CA 92584	APN: 372026001 JOSE ESQUIVEL 31357 HALLWOOD CT MENIFEE CA 92584	APN: 372026002 ROBERT N ROVERE 31347 HALLWOOD CT MENIFEE CA 92584
APN: 372025003 DANIEL BURTON 31348 HALLWOOD CT MENIFEE CA 92584	APN: 360230002 STEVEN B COLE 545 RICHLAND RD SAN MARCOS CA 92069	APN: 372026006 ALAN B JAEGER 28094 BLOSSOMWOOD CT MENIFEE CA 92584
APN: 372026009 REBECCA JEAN WHITMIRE 28124 BLOSSOMWOOD CT MENIFEE CA 92584	APN: 372026018 JOHN S IREY 28075 ASPENWOOD WAY MENIFEE CA 92584	APN: 360230007 MENIFEE STORAGE 2055 3RD AVE STE 200 SAN DIEGO CA 92101
APN: 372026008 ALFREDIA COLEMAN SMITH 28114 BLOSSOMWOOD CT MENIFEE CA 92584	APN: 372026010 LEONORE B KOHN 1550 VIA RISA SAN MARCOS CA 92078	APN: 372014016 OSCAR ARANGO 31023 HANOVER LN MENIFEE CA 92584
APN: 372014004 TODD WALSH 28208 FRUITWOOD DR MENIFEE CA 92584	APN: 372026003 BEAU D BORUTTA 31337 HALLWOOD CT MENIFEE CA 92584	APN: 372014002 PAUL M DUQUETTE 28188 FRUITWOOD DR MENIFEE CA 92584
APN: 372014005 BRIAN LENOX 28218 FRUITWOOD DR MENIFEE CA 92584	APN: 372011014 CHARLES LAWRENCE CAREY 31031 LARCHWOOD ST MENIFEE CA 92584	APN: 372011016 SAMUEL A WONG 51 ANDREWS IRVINE CA 92618

APN: 372011017 RYAN COREY SMITH 31007 LARCHWOOD ST MENIFEE CA 92584	APN: 372025002 JOSE ADAN FREGASO 31335 WILLOWOOD WAY MENIFEE CA 92584	APN: 372011015 JAMES L BARTOSH 31023 LARCHWOOD ST MENIFEE CA 92584
APN: 372011012 BRYAN C HENERY 31047 LARCHWOOD ST MENIFEE CA 92584	APN: 360230003 STEVEN B COLE 545 RICHLAND RD SAN MARCOS CA 92069	APN: 372014006 LAWRENCE TORRES 26781 QUEEN CT MURRIETA CA 92563
APN: 372013016 SHAWNA M LAZO 28199 FRUITWOOD DR MENIFEE CA 92584	APN: 372011011 GARY SNYDER 31055 LARCHWOOD ST MENIFEE CA 92584	APN: 372013018 ROBERT MORENO 28179 FRUITWOOD DR MENIFEE CA 92584
APN: 372012002 STEVE L JOHNSON 31014 LARCHWOOD ST MENIFEE CA 92584	APN: 372014007 JOHN C SHAW 31030 GREEN FOREST DR MENIFEE CA 92584	APN: 372014017 STEPHANIE MARIE WHITE P O BOX 174 ST ALBANS MO 63073
APN: 372012003 JOEL MICHAEL KLIMCZYK 1436 JETHROW WAY EL CAJON CA 92020	APN: 372012020 MICHAEL L BALKOSKI 31065 WILLOWOOD WAY MENIFEE CA 92584	APN: 372013001 DAWN D KIDD 31060 WILLOWOOD WAY MENIFEE CA 92584
APN: 360230013 GLEN K KIM FAMILY 1145 STANLEY AVE # 7 GLENDALE CA 91206	APN: 372011010 BARBARA ELAINE COOK 31063 LARCHWOOD ST MENIFEE CA 92584	APN: 372014018 WILLIAM D MOOREHEAD 19490 CALLE JUANITO MURRIETA CA 92562
APN: 372014009 AMALIA O VANDERVOET 31058 GREEN FOREST DR MENIFEE CA 92584	APN: 372013015 GENE E KLEIN 31055 GREEN FOREST DR MENIFEE CA 92584	APN: 372011009 DARLENE FINAI 31071 LARCHWOOD ST MENIFEE CA 92584
APN: 372011008 DAN BUDRIK 31079 LARCHWOOD ST MENIFEE CA 92584	APN: 372012019 MARK KIM 31075 WILLOWOOD WAY MENIFEE CA 92584	APN: 372012005 PAUL T KINDER 710 FRANKLIN LN VISTA CA 92084
APN: 372013002 COLIN J SULLIVAN 31080 WILLOWOOD WAY MENIFEE CA 92584	APN: 372014001 KENNETH R SUTTON 28178 FRUITWOOD DR MENIFEE CA 92584	APN: 372013014 ROLAND R TYACKE 31067 GREEN FOREST DR MENIFEE CA 92584
APN: 372013013 COLLINS REAL ESTATE 41225 SYCAMORE SPRINGS RD HEMET CA 92544	APN: 372012007 JOHN R STANFORD 31094 LARCHWOOD ST MENIFEE CA 92584	APN: 372011007 SANDRA ZAPATA 31087 LARCHWOOD ST MENIFEE CA 92584
APN: 372025004 JAMES E ALLEN 31358 HALLWOOD CT MENIFEE CA 92584	APN: 372014003 KEVIN M VANHAASTER 6326 CAPETOWN ST LAKEWOOD CA 90713	APN: 372014020 JAMES E GRAYER 31103 HANOVER LN MENIFEE CA 92584
APN: 372014011 DAVID B DRAPER 31078 GREEN FOREST DR MENIFEE CA 92584	APN: 372011013 THERESE M MORALES 31039 LARCHWOOD ST MENIFEE CA 92584	APN: 360130011 RIV CO FLOOD CONTROL & WATER CONSERV DIST 1995 MARKET ST RIVERSIDE CA 92501
APN: 372012017 EUGENE M MARENGA 31115 WILLOWOOD WAY MENIFEE CA 92584	APN: 372012006 SERGIO A MAFFEY 31086 LARCHWOOD ST MENIFEE CA 92584	APN: 372013012 ROBERT D HILL 31085 GREEN FOREST DR MENIFEE CA 92584

APN: 372021008 VERN T BROWN 28140 ASPENWOOD WAY MENIFEE CA 92584	APN: 372012004 DANIEL W HAYES 627 OLYMPIC RICHARDSON TX 75081	APN: 372013017 RUBEN P PACHECO 28189 FRUITWOOD DR MENIFEE CA 92584
APN: 372014008 JAMES C GROGAN 31048 GREEN FOREST DR MENIFEE CA 92584	APN: 372014019 ANDREAS KRILL 31083 HANOVER LN MENIFEE CA 92584	APN: 372026014 ALANA ALANIZ 33992 TEMECULA CREEK TEMECULA CA 92592
APN: 372026016 HAROLD E HEADLEY 28095 ASPENWOOD WAY MENIFEE CA 92584	APN: 372026015 JOSEPH H LAKEMAN 28105 ASPENWOOD WAY MENIFEE CA 92584	APN: 372026011 MEHDI LAVASANI 732 MATAGUAL DR VISTA CA 92081
APN: 372026013 KIMBERLY KREMLING 28125 ASPENWOOD WAY MENIFEE CA 92584	APN: 372026017 BRUCE K ADAIR 28085 ASPENWOOD WAY MENIFEE CA 92584	APN: 372026007 CAH 2015 1 BORROWER 9305 E VIA DE VENTURA 201 SCOTTSDALE AZ 85258
APN: 372026005 JERRY L WILKINS 28084 BLOSSOMWOOD CT MENIFEE CA 92584	APN: 372026012 JAIME S PEREZ 28135 ASPENWOOD WAY MENIFEE CA 92584	APN: 372026004 MARIA INGRID NEELEY 31327 HALLWOOD CT MENIFEE CA 92584
APN: 372014010 GEORGE RAMSEY 31068 GREEN FOREST DR MENIFEE CA 92584	APN: 372013005 KENNETH J WESSON 3512 SARAH ANN DR FALLBROOK CA 92028	APN: 372012016 DANIEL A COHEN 31135 WILLOWOOD WAY MENIFEE CA 92584
APN: 372012009 ABEL TORRES MEDINA 31110 LARCHWOOD ST MENIFEE CA 92584	APN: 372011004 PHYLLIS DUNN 31111 LARCHWOOD ST MENIFEE CA 92584	APN: 372013006 JAMES FOY 31160 WILLOWOOD WAY MENIFEE CA 92584
APN: 372012008 JOSEPH L OSHESKI 31102 LARCHWOOD ST MENIFEE CA 92584	APN: 372014012 JOSE BRAICOVICH 31088 GREEN FOREST DR MENIFEE CA 92584	APN: 372012010 DAVID FRIED 31118 LARCHWOOD ST MENIFEE CA 92584
APN: 372012015 DARIOUSH DEHGHAN 106 ACACIA GLEN DR RIVERSIDE CA 92506	APN: 372011005 JON GURULE 31103 LARCHWOOD ST MENIFEE CA 92584	APN: 372013010 WENDY ZAMUDIO 31107 GREEN FOREST DR MENIFEE CA 92584
APN: 372011001 MICHAEL RATHBONE 34 HARTWOOD RD FREDERICKSBURG VA 22406	APN: 372012011 LARRY D FORBY 31126 LARCHWOOD ST MENIFEE CA 92584	APN: 372012013 THOMAS RENO 31175 WILLOWOOD WAY MENIFEE CA 92584
APN: 372012012 STEVE D BURNS 31134 LARCHWOOD ST MENIFEE CA 92584	APN: 372022003 HARVEY B JOHNSON 28126 SUNWOOD PL MENIFEE CA 9258	APN: 372022004 JAMES R WITT 28136 SUNWOOD PL MENIFEE CA 92584
APN: 372021005 DAVID F EWART 28110 ASPENWOOD WAY MENIFEE CA 92584	APN: 372021009 FELIX G VIGIL 31255 WILLOWOOD WAY MENIFEE CA 92584	APN: 372021001 RON WASHINGTON 28070 ASPENWOOD WAY MENIFEE CA 92584
APN: 372021003 ROBERT LOTHAR BEWERNICK PO BOX 609 SUN CITY CA 92586	APN: 372021004 ROBERT M GARCIA 28100 ASPENWOOD WAY MENIFEE CA 92584	APN: 372021006 SHANE E BEECHER 28120 ASPENWOOD WAY MENIFEE CA 92584

APN: 372022001 CARLOS A HERNANDEZ 28106 SUNWOOD PL MENIFEE CA 92584	APN: 372021007 JOSE LUIS MURILLO 28130 ASPENWOOD WAY MENIFEE CA 92584	APN: 372022002 DONALD R COOK 28116 SUNWOOD PL MENIFEE CA 92584
APN: 372021020 SHARON A WHITMARK BRADLEY 31151 LARCHWOOD ST MENIFEE CA 92584	APN: 372032023 KRISTINE E TANAKA 31367 HALLWOOD CT MENIFEE CA 92584	APN: 372021021 SHARON DEE FULLILOVE 31143 LARCHWOOD ST MENIFEE CA 92584
APN: 372012014 VALINDA NABONNE 31165 WILLOWOOD WAY MENIFEE CA 92584	APN: 372013011 CRUZ JR OLIVAREZ 31097 GREEN FOREST DR MENIFEE CA 92584	APN: 372011003 ANDREA B RODRIGUEZ 31119 LARCHWOOD ST MENIFEE CA 92584
APN: 372021019 RUFINO GARDE 212 SCHOONER BAY DR BROOKINGS OR 97415	APN: 372021012 ANGELA CAMPOS MARTINEZ 31215 WILLOWWOOD WAY MENIFEE CA 92584	APN: 372011002 RIGOBERTO AGUIRRE GUZMAN 31127 LARCHWOOD ST MENIFEE CA 92584
APN: 372021017 MARIA REYES 28087 SUNWOOD PL MENIFEE CA 92584	APN: 372021015 ED MOLINA 28107 SUNWOOD PL MENIFEE CA 92584	APN: 372021013 AARON GREGORY 28127 SUNWOOD PL MENIFEE CA 92584
APN: 372021011 ROBERT B SEWARD 31235 WILLOWOOD WAY MENIFEE CA 92584	APN: 372021010 DAVID ALAN DICK 31245 WILLOWOOD WAY MENIFEE CA 92584	APN: 372021002 MICHAEL GANINO 28080 ASPENWOOD WAY MENIFEE CA 92584
APN: 372021018 LADANA LUCIOUS 31167 LARCHWOOD ST MENIFEE CA 92584	APN: 372021014 RAYMOND GODINEZ 28117 SUNWOOD PL MENIFEE CA 92584	APN: 372021016 WILLIAM D PALMER 28097 SUNWOOD PL MENIFEE CA 92584
APN: 360130014 STARK MENIFEE LAND 735 N WATER ST STE 790 MILWAUKEE WI 53202	APN: 360130013 STARK MENIFEE LAND 735 N WATER ST STE 790 MILWAUKEE WI 53202	Cantabria Apartment Homes ATTN: Property Management 30951 Hanover Lane Menifee, CA 92584

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Chapter 5 References

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Chapter 6 List of Preparers

6.1 TYLin International

Robert Barton, P.E.	Senior Bridge Engineer
Jeff Kim, P.E.	Senior Engineer

6.2 ICF International

Brian Calvert	Project Director
Youji Yasui	Project Manager
Keith Cooper	Air Quality
Christy Corzine	QA/QC Document Reviewer
Peter Hardie	Senior Noise Analyst
Jonathan Higginson	Senior Noise Analyst
Eric Moskus	Noise Analyst
Marisa Flores	Biologist
Dale Ritenour	Biologist
Mark Robinson	Cultural Resources
Karolina Chmiel	Cultural Resources
Brittany Buscombe	GIS/Graphics
Aimone Barabino	Environmental Planner

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Appendix A – Acronyms

ACM	Asbestos Containing Materials
ADL	aerially deposited lead
APE	area of potential effect
APN	Assessor's Parcel Number
ARB	California Air Resources Board
ASR	Archaeological Survey Report
BMPs	best management practices
BSA	biological study area
CARB (ARB)	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CO	carbon monoxide
CO_2	carbon dioxide
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
EPA (U.S. EPA)	U.S. Environmental Protection Agency
FESA	Federal Endangered Species Act
GHG	greenhouse gas
IS	Initial Study
ISA	Initial Site Assessment
$L_{eq(h)}$	hourly equivalent energy noise level
L_{max}	maximum sound level
LOS	level of service
MBTA	Migratory Bird Treaty Act
MND	Mitigated Negative Declaration
MSE	Mechanically stabilized embankment
MSHCP	Multiple Species Habitat Conservation Plan
NES	Natural Environment Study
NPDES	National Pollutant Discharge Elimination System
O_3	ozone
PM	particulate matter
PM_{10}	particles of 10 micrometers or smaller
$PM_{2.5}$	particles of 2.5 micrometers and smaller
RWQCB	Regional Water Quality Control Board
SCAQMD	South Coast Air Quality Management District
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TMP	Traffic Management Plan
WoS	Waters of the State
WoUS	Waters of the U.S.

Appendix B – Noise Data

FIELD NOISE MEASUREMENT DATA

Jones & Stokes

PROJECT: Holland Rd. Overcrossing PROJ. #

SITE IDENTIFICATION: ~~Site~~ ST1
ADDRESS: 31070 Larchwood St.
START DATE / TIME: 5/21/15

OBSERVER(S): Eric Moskus, Malia Bassett
END DATE / TIME: 5/21/15

METEROLOGICAL CONDITIONS:
TEMP: 59 °F HUMIDITY: 68 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 1-5 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: 1 2 SERIAL #: 3786
CALIBRATOR: LD CAL200 SERIAL #: 6685
CALIBRATION CHECK: PRE-TEST 114.2 dBA SPL POST-TEST 113.94 dBA SPL WINDSCREEN
SETTINGS: ~~A-WEIGHTED~~ ~~SLOW~~ FAST FRONTAL ~~RANDOM~~ ~~ANSI~~ OTHER:

REC #	START	END	L_{eq}	L_{max}	L_{min}	L_{90}	L_{50}	L_{10}	L1.67 OTHER:	L8.33 (TYPE?)	L25
831.Data .047	9:32	9:42	49.8	61.9	45.4	47.5	49.5	51.4	53.6	51.5	50.5
831.Data .048	9:45	9:55	50.8	62.2	44.8	47	49	52.3	58.9	52.7	50.4

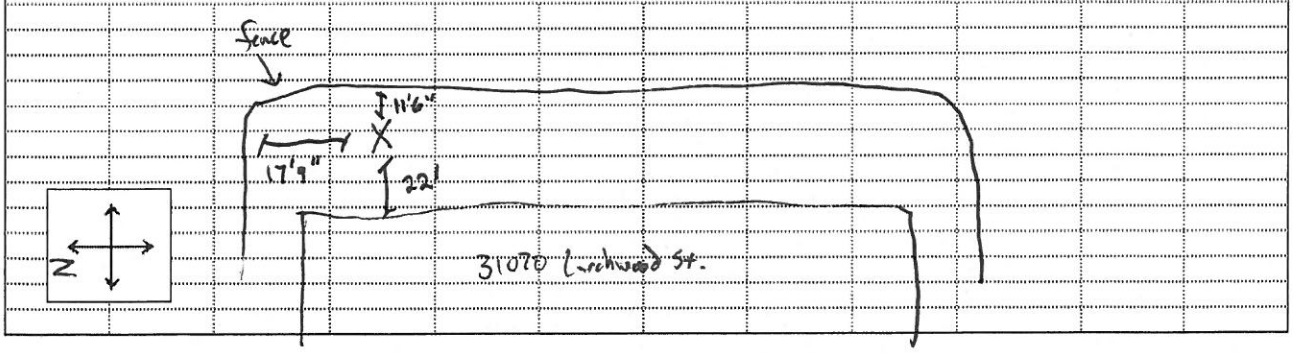
COMMENTS:
- nearby wind chimes
- neighbors dog barked once or twice during run 1
- distant helicopter @ 7:00 min mark in run 2

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL ~~AMBIENT~~ OTHER:
ROADWAY TYPE:
TRAFFIC COUNT DURATION: ____-MIN

	SPEED NB / EB	SPEED SB / WB	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / ~~DRIVING~~ / OBSERVER
Run 2
OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

Jones & Stokes

PROJECT: Holland Rd. Crossing PROJ. #

SITE IDENTIFICATION: ~~Site [illegible]~~ ST2 OBSERVER(S): Eric Moskus
ADDRESS: 39063 Larchwood St. Malia Bassett
START DATE / TIME: 5/21/15 END DATE / TIME: 5/21/15

METEROLOGICAL CONDITIONS:
TEMP: 59.5 °F HUMIDITY: 65 %R.H. WIND: (CALM) LIGHT MODERATE VARIABLE
WINDSPEED: 1-2.5 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR ~~OVRCST~~ PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LO 831 TYPE: (1) 2 SERIAL #: 3786
CALIBRATOR: LO CAL 200 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114 dBA SPL POST-TEST 113.98 dBA SPL WINDSCREEN ✓
SETTINGS: (A-WEIGHTED) (SLOW) FAST FRONTAL (RANDOM) (ANSI) OTHER:

REC #	START	END	L_{eq}	L_{max}	L_{min}	L_{90}	L_{50}	L_{10}	L1.67 ~~OTHER:~~	L 8.33 ~~(TYPE?)~~	L25
.051	10:27	10:37	63	71.4	52.4	58.2	61.8	66	68.7	66.4	64
.052	10:40	10:50	62.1	70.9	54.4	58	61.2	64.3	67.7	64.5	63.1
.053	10:56	11:07	62.1	74.2	53.8	57.7	61	64.5	67	64.8	62.9

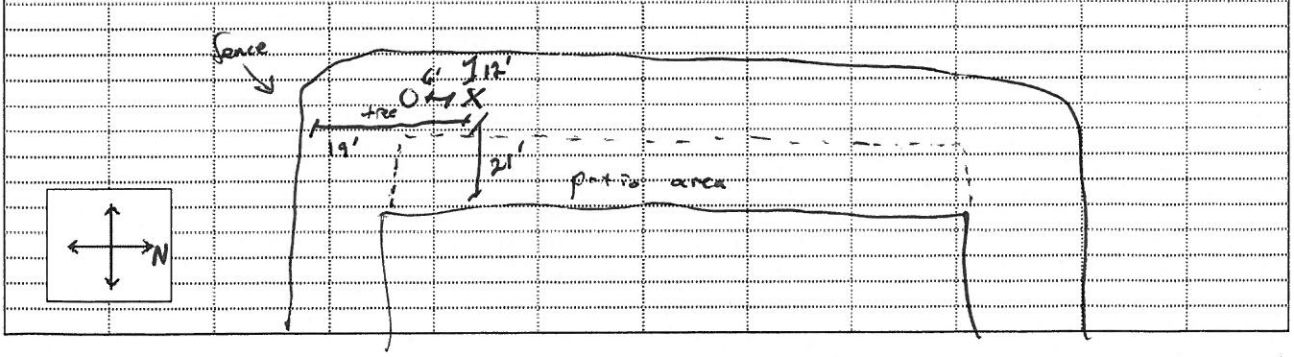
COMMENTS:
- small dog next door barking incessantly during run 1
- 3rd measurement have bits of dog barking during Run 1
- Run 3: paused for 30 s for passing lawn mower – neighbor's dog is back outside

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: (TRAFFIC) AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE:
TRAFFIC COUNT DURATION: ____-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / ~~DRIVING~~ / OBSERVER
OTHER SOURCES: (DIST. AIRCRAFT) / RUSTLING LEAVES / (DIST. BARKING DOGS) (BIRDS) / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

Jones & Stokes

PROJECT: Holland Rd. Overcrossing PROJ. #

SITE IDENTIFICATION: 544 (Attempt 1) OBSERVER(S): Eric Moskus, Malia Bassett
ADDRESS: 31023 Hanover Ln
START DATE / TIME: 5/21/15 END DATE / TIME: 5/21/15

METEROLOGICAL CONDITIONS:
TEMP: 63.5 °F HUMIDITY: 55.8 %R.H. WIND: CALM LIGHT (MODERATE) (VARIABLE)
WINDSPEED: 2-9 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST (PRTLY CLOUDY) FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: (1) 2 SERIAL #: 3786
CALIBRATOR: LDCAL200 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114.09 dBA SPL POST-TEST 113.9 dBA SPL WINDSCREEN

SETTINGS: (A-WEIGHTED) (SLOW) FAST FRONTAL (RANDOM) (ANSI) OTHER:

REC #	START	END	L_{eq}	L_{max}	L_{min}	L_{90}	L_{50}	L_{10}	OTHER: L1.67	OTHER: L8.33 (TYPE?)	L25
.054	11:52	12:02	63	74.7	40.8	44.3	56.8	67.5	71.8	68.4	63.2
.055	12:06	12:16	61.7	71.5	40.9	43.3	55.2	66.6	69.1	67	63.5

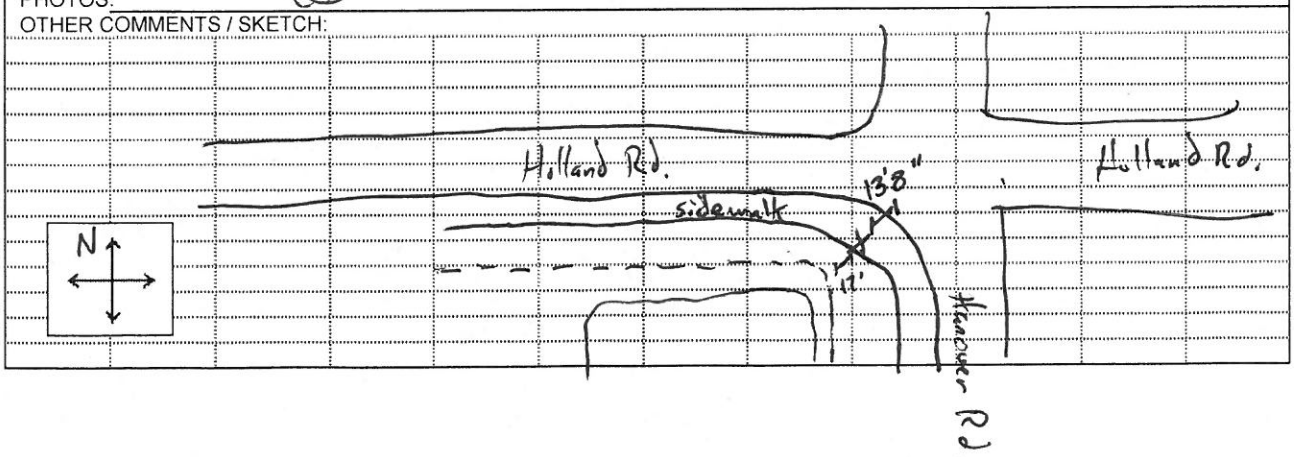
COMMENTS:
- dog barking near beginning of run 2
- water puddle accross Holland ave. - creates additional noise when run over

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: (TRAFFIC) AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE:
TRAFFIC COUNT DURATION: ____-MIN

	#1 COUNT NB / EB	#1 COUNT SB / WB	#1 SPEED NB / EB	#1 SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	#2 SPEED NB / EB	#2 SPEED SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER very distant
OTHER SOURCES: (DIST. AIRCRAFT) / RUSTLING LEAVES / (DIST. BARKING DOGS) / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / (DIST. LANDSCAPING ACTIVITIES) OTHER:
7 houses down

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT (MIXED) FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

Jones & Stokes

PROJECT: Holland Rd. Overcrossing PROJ. #

SITE IDENTIFICATION: ST4 (Attempt 2) OBSERVER(S): Eric Moskus
ADDRESS: 31023 Hanover Ln.
START DATE / TIME: 5/21/15 END DATE / TIME: 5/21/15

METEROLOGICAL CONDITIONS:
TEMP: 70 °F HUMIDITY: 37 %R.H. WIND: CALM LIGHT MODERATE ~~VARIABLE~~
WINDSPEED: 2-10 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST ~~PRTLY CLOUDY~~ FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: ~~1~~ 2 SERIAL #: 3786
CALIBRATOR: LD CAL 200 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114.2 dBA SPL POST-TEST 113.91 dBA SPL WINDSCREEN
SETTINGS: ~~A-WEIGHTED~~ SLOW FAST FRONTAL ~~RANDOM~~ ~~ANSI~~ OTHER:

REC #	START	END	L_{eq}	L_{max}	L_{min}	L_{90}	L_{50}	L_{10}	~~OTHER:~~ L1.67	~~(TYPE?)~~ L8.33	L25
.59	15:22	15:34	68.6	89.1	43.2	47	60.7	69.4	75.5	69.9	66.3
.60	15:35	15:46	64.1	74.5	43.9	48.2	60.2	68.5	71.4	68.7	65.7

COMMENTS:
- 2nd pair of measurements taken at ST4 because of water on roadway during the 1st pair of measurements.
- only have video traffic counts of Holland St. and Hanover Ln. intersection
- paused twice for kids walking by and barking dog → in both measurements

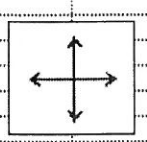
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: ~~TRAFFIC~~ AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE:
TRAFFIC COUNT DURATION: -MIN

	SPEED NB / EB	SPEED SB / WB	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

Jones & Stokes

PROJECT: Holland Rd. Overcrossing PROJ. #

SITE IDENTIFICATION: 545
ADDRESS: 30951 Hanover Lane
START DATE / TIME: 5/21/15

OBSERVER(S): Eric Moskus, Melia Bassett
END DATE / TIME: 5/21/15

METEROLOGICAL CONDITIONS:
TEMP: 57.5 °F HUMIDITY: 74.5 %R.H. WIND: CALM LIGHT MODERATE (VARIABLE)
WINDSPEED: 1-8 MPH DIR: N NE E SE S SW W NW STEADY ~~GUSTY~~
SKY: SUNNY CLEAR (OVRCST) PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 831 TYPE: (1) 2 SERIAL #: 3786
CALIBRATOR: LD CAL 200 SERIAL #: 66645
CALIBRATION CHECK: PRE-TEST 114.07 dBA SPL POST-TEST 113.87 dBA SPL WINDSCREEN

SETTINGS: (A-WEIGHTED) (SLOW) FAST FRONTAL (RANDOM) (ANSI) OTHER:

REC #	START	END	L_{eq}	L_{max}	L_{min}	L_{90}	L_{50}	L_{10}	OTHER: L1.67	~~OTHER~~ (TYPE?) L8.33	L25
831_Data.045	8:33	8:43	71.3	80.6	64.7	67.1	70	74	77.2	74.4	71.9
831_Data.046	8:44	8:54	71.9	84.4	61.9	66.8	70.3	74.2	78.6	74.4	72.7

COMMENTS:
- microphone ~~taken~~ raised 4ft ground by 15ft.

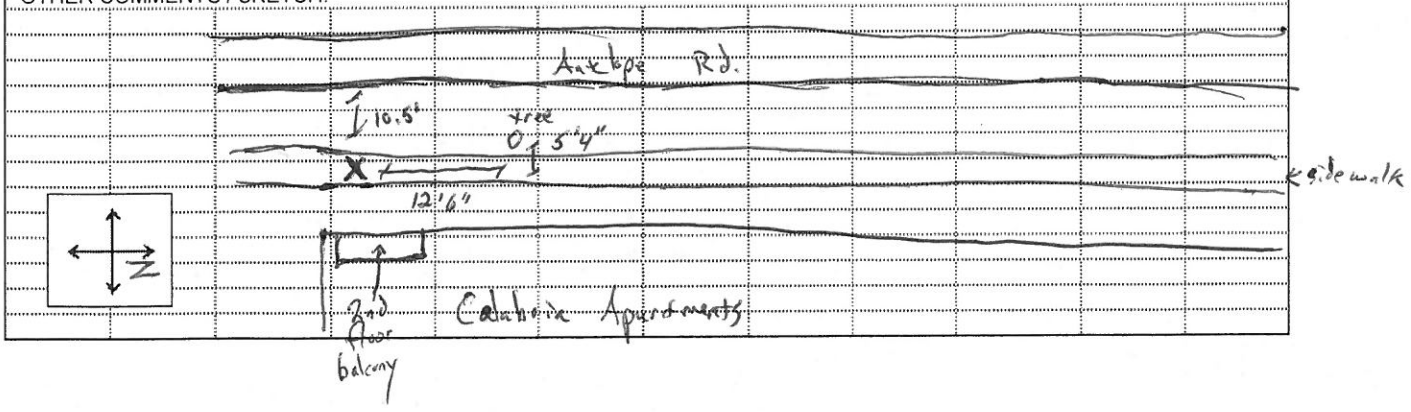
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: (TRAFFIC) AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE:
TRAFFIC COUNT DURATION: ____-MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / (~~RUSTLING LEAVES~~) / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT (MIXED) FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

Jones & Stokes

PROJECT: Holland Rd. Overcrossing PROJ. #

SITE IDENTIFICATION: ST6
ADDRESS: 30951 Hanover Ln. - Cantabria Apartments
START DATE / TIME: 5/21/15
OBSERVER(S): Eric Moskus, Malia Bassett
END DATE / TIME: 5/21/15

METEROLOGICAL CONDITIONS:
TEMP: 70 °F HUMIDITY: 40 %R.H. WIND: CALM LIGHT MODERATE **VARIABLE** (circled)
WINDSPEED: 1-8.5 MPH DIR: N ~~NE~~ E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST **PRTLY CLOUDY** (circled) FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD831 TYPE: 1 (circled) 2 SERIAL #: 3786
CALIBRATOR: LDCAL200 SERIAL #:
CALIBRATION CHECK: PRE-TEST 114.12 dBA SPL POST-TEST 113.81 dBA SPL WINDSCREEN ✓

SETTINGS: **A-WEIGHTED** (circled) **SLOW** (circled) FAST FRONTAL **RANDOM** (circled) **ANSI** (circled) OTHER:

REC #	START	END	L_{eq}	L_{max}	L_{min}	L_{90}	L_{50}	L_{10}	L1.67 (~~OTHER:~~)	L8.33 (~~(TYPE?)~~)	L25
.56	12:45	12:55	54.8	61.3	48.3	50.2	52.9	58.8	60.2	59	55.9
.58	13:03	13:13	57.1	65.7	50.1	52.7	55.7	60	62.8	60.3	57.9

COMMENTS:
~~[illegible]~~ • man raking leaves nearby in Run 2

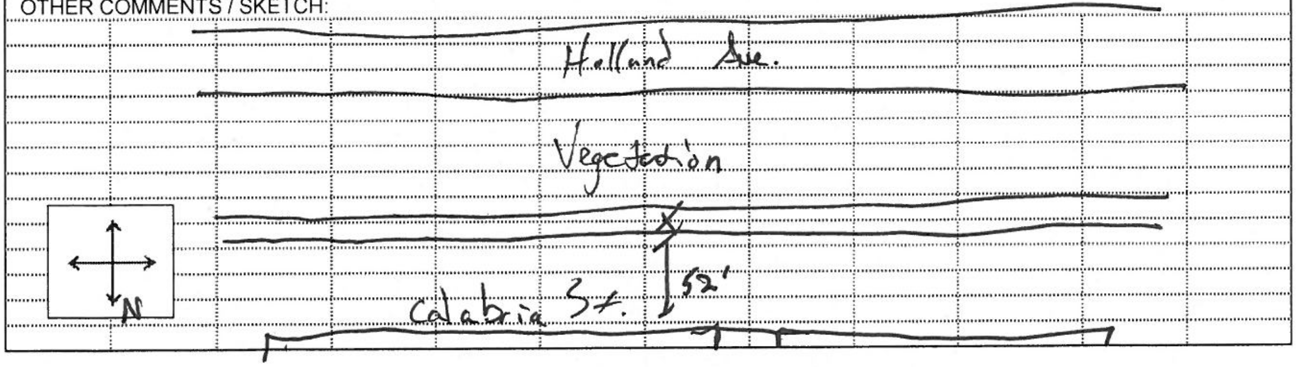
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: **TRAFFIC** (circled) AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE:
TRAFFIC COUNT DURATION: ___-MIN SPEED #2 COUNT SPEED

	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL / DIST. CHILDREN PLAYING / DIST. TRAFFIC / **DIST. LANDSCAPING ACTIVITIES** (circled) / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT **MIXED** (circled) FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



playground b/w buildings

FIELD NOISE MEASUREMENT DATA

Jones & Stokes

PROJECT: Holland Rd. Overcrossing PROJ. #

SITE IDENTIFICATION: LT1 OBSERVER(S): Eric Moskus
ADDRESS: 31023 Larchwood St.
START DATE / TIME: 5/20/15 11:10 END DATE / TIME: 5/21/15 16:10

METEROLOGICAL CONDITIONS:
TEMP: 69.8 °F HUMIDITY: 60 %R.H. WIND: CALM LIGHT MODERATE (VARIABLE)
WINDSPEED: 1-6 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST (PRTLY CLOUDY) FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: Rion NL-21 TYPE: 1 (2) SERIAL #: 676771
CALIBRATOR: LD CAL200 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114.1 dBA SPL POST-TEST 114 dBA SPL WINDSCREEN ✓

SETTINGS: (A-WEIGHTED) (SLOW) FAST FRONTAL (RANDOM) (ANSI) OTHER:

REC #	START	END	L_{eq}	L_{max}	L_{min}	L_{90}	L_{50}	L_{10}	OTHER:	(TYPE?)	
AU2_1841											

COMMENTS: - owner has outdoor cat
- sprinkler system - owner doesn't know when its set to go on

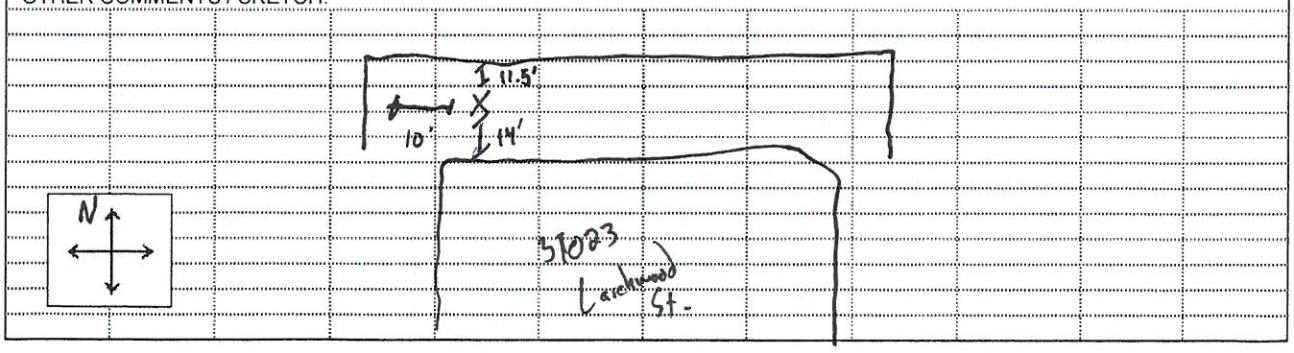
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: (TRAFFIC) AIRCRAFT RAIL INDUSTRIAL (AMBIENT) OTHER:
ROADWAY TYPE:
TRAFFIC COUNT DURATION: ____-MIN SPEED #2 COUNT SPEED

	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS (BIRDS) / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



Calibration Certificate

Certificate Number 2014006066

Customer:
BRC Engineering
Skypark, #C-4
21870 Eighth Street East
Sonoma, CA 95476, United States

Model Number	831		***Procedure Number***	D0001.8384	
Serial Number	0003786		***Technician***	Ron Harris	
Test Results	**Pass**		***Calibration Date***	17 Dec 2014	
Initial Condition	As Manufactured		***Calibration Due***		
Description	Larson Davis Model 831		***Temperature***	23.1 °C	± 0.01 °C
			Humidity	50 %RH	± 0.5 %RH
			Static Pressure	86.06 kPa	± 0.03 kPa

Evaluation Method ***Tested with:***
PRM831, S/N 029611
377B02, S/N 147191

Data reported in dB re 20 µPa.

Compliance Standards Compliant to Manufacturer Specifications and the following standards when combined with Calibration Certificate from procedure D0001.8378:

IEC 60651:2001 Type 1	ANSI S1.4-2014 Class 1
IEC 60804:2000 Type 1	ANSI S1.4 (R2006) Type 1
IEC 61252:2002	ANSI S1.11 (R2009) Class 1
IEC 61260:2001 Class 1	ANSI S1.25 (R2007)
IEC 61672:2013 Class 1	ANSI S1.43 (R2007) Type 1

Issuing lab certifies that the instrument described above meets or exceeds all specifications as stated in the referenced procedure (unless otherwise noted). It has been calibrated using measurement standards traceable to the SI through the National Institute of Standards and Technology (NIST), or other national measurement institutes, and meets the requirements of ISO/IEC 17025:2005.
Test points marked with a ‡ in the uncertainties column do not fall within this laboratory's scope of accreditation.

The quality system is registered to ISO 9001:2008.

This calibration is a direct comparison of the unit under test to the listed reference standards and did not involve any sampling plans to complete. No allowance has been made for the instability of the test device due to use, time, etc. Such allowances would be made by the customer as needed.

The uncertainties were computed in accordance with the ISO Guide to the Expression of Uncertainty in Measurement (GUM). A coverage factor of approximately 2 sigma (k=2) has been applied to the standard uncertainty to express the expanded uncertainty at approximately 95% confidence level.

Standards Used

Description	Cal Date	Cal Due	Cal Standard
Larson Davis CAL291 Residual Intensity Calibrator	08/26/2014	08/26/2015	001250
Hart Scientific 2626-S Humidity/Temperature Sensor	05/16/2014	05/16/2015	006943
Larson Davis CAL200 Acoustic Calibrator	08/06/2014	08/06/2015	007027
SRS DS360 Ultra Low Distortion Generator	11/13/2014	11/13/2015	007167
Larson Davis Model 831	03/05/2014	03/05/2015	007182
1/2 inch Microphone - P - 0V	03/11/2014	03/11/2015	007185

Larson Davis, a division of PCB Piezotronics, Inc
1681 West 820 North
Provo, UT 84601, United States
716-684-0001

ACCREDITED Cert. #3622.01

LARSON DAVIS
A PCB PIEZOTRONICS DIV.

Acoustic Calibration

Measured according to IEC 61672-3:2013 10 and ANSI S1.4-2014 Part 3: 10

Measurement	Test Result [dB]	Lower Limit [dB]	Upper Limit [dB]	Expanded Uncertainty [dB]	Result
1000 Hz	114.01	113.80	114.20	0.14	Pass

Acoustic Signal Tests, C-weighting

Measured according to IEC 61672-3:2013 12 and ANSI S1.4-2014 Part 3: 12 using a comparison coupler with Unit Under Test (UUT) and reference SLM using S-time-weighted sound level

Frequency [Hz]	Test Result [dB]	Expected [dB]	Lower Limit [dB]	Upper Limit [dB]	Expanded Uncertainty [dB]	Result
125	-0.21	-0.20	-1.20	0.80	0.21	Pass
1000	0.17	0.00	-0.70	0.70	0.21	Pass
8000	-2.47	-3.00	-5.50	-1.50	0.21	Pass

-- End of measurement results--

Self-generated Noise

Measured according to IEC 61672-3:2013 11.1 and ANSI S1.4-2014 Part 3: 11.1

Measurement	Test Result [dB]
Low Range, 20 dB gain	52.08

-- End of measurement results--

-- End of Report--

Signatory: *Ron Harris*

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1681 West 820 North
Provo, UT 84601, United States
716-684-0001

ACCREDITED Cert. #3622.01

LARSON DAVIS
A PCB PIEZOTRONICS DIV.

Certificate of Calibration

9201 Irvine Blvd., Irvine, CA 92618
Phone: 949-454-6603 Fax: 949-454-6642

Customer:

ICF International
1 Ada Parkway, Suite 100
Irvine, CA 92618

Contact: Jonathan Higginson
Phone#: 949-333-6619

Certificate Number :	42192-2
Technician:	11
Customer PO#:	99041.90
Calibration Date:	11/13/2014
Cycle:	24
Next Cal Due:	11/13/2016
Date Inducted:	11/6/2014

Manufacturer: **RION**
Model: **NL21**
Description: Sound Level Meter

Serial#: 00676771
Asset#: NAN
Accuracy: Class 2
Procedure: MFIB 06-04

Environmental Conditions: Field Calibration: NO Temperature: 23 ° C Relative Humidity: 41 %

As Received: **IN TOLERANCE**
Comments:

As Returned: **IN TOLERANCE**
Comments:

Standards Used

ID	Manufacturer	Model	Description	Next Cal Due	Traceability
EXC-878	Bruel & Kjaer	4226	Acoustic Calibrator 94, 104 & 114dB	07/16/2016	33525-3

Authorizing Signature 11-14-14 Date

Certificate of Calibration

9201 Irvine Blvd., Irvine, CA 92618
Phone: 949-454-6603 Fax: 949-454-6642

Customer:
ICF International
1 Ada Parkway, Suite 100
Irvine, CA 92618

Contact: Jonathan Higginson
Phone#: 949-333-6619

Certificate Number	42192-1
Technician:	11
Customer PO#:	99041.90
Calibration Date:	11/13/2014
Cycle:	12
Next Cal Due:	11/13/2015
Date Inducted:	11/6/2014

Manufacturer: **Larson Davis**
Model: **CAL200**
Description: Precision Acoustic Calibrator 1000Hz

Serial#: 6645
Asset#: NAN
Accuracy: ±0.2 dB
Procedure: 1211

Environmental Conditions: Field Calibration: NO Temperature: 24 ° C Relative Humidity: 43 %

As Received: **IN TOLERANCE**
Comments:

As Returned: **IN TOLERANCE**
Comments:

Standards Used

ID	Manufacturer	Model	Description	Next Cal Due	Traceability
EXC-051	Bruel & Kjaer	2639	Microphone Preamplifier for 1/2" microphone	06/10/2015	34605-30
EXC-089	Bruel & Kjaer	4228	Pistonphone	08/22/2015	35857-21
EXC-713	Fluke	8920A	Digital Voltmeter 10Hz-20MHz	05/23/2015	34605-7
EXC-043	Bruel & Kjaer	4190	1/2" Free-field Microphone	03/27/2016	38840-1
EXC-938	Agilent	8903B	Audio Analyzer	01/19/2015	31941-10
EXC-949	Bruel & Kjaer	2636	Measuring Amplifier-Voltmeter	01/31/2015	33524-1

Data Points

Data that is Out of Tolerance is indicated by a "*" next to it.

Range/Function	Applied	AsFound	AsLeft	Tolerance
S.P.L.	94.0 dB	94.10 dB	Same	±0.2 dB
S.P.L.	114.00 dB	114.08 dB	Same	±0.2 dB
Frequency	1000 Hz	1000.2 Hz	Same	±1% I.V.
Distortion	0.00	0.501	Same	<1%

Authorizing Signature 12-14-14 Date

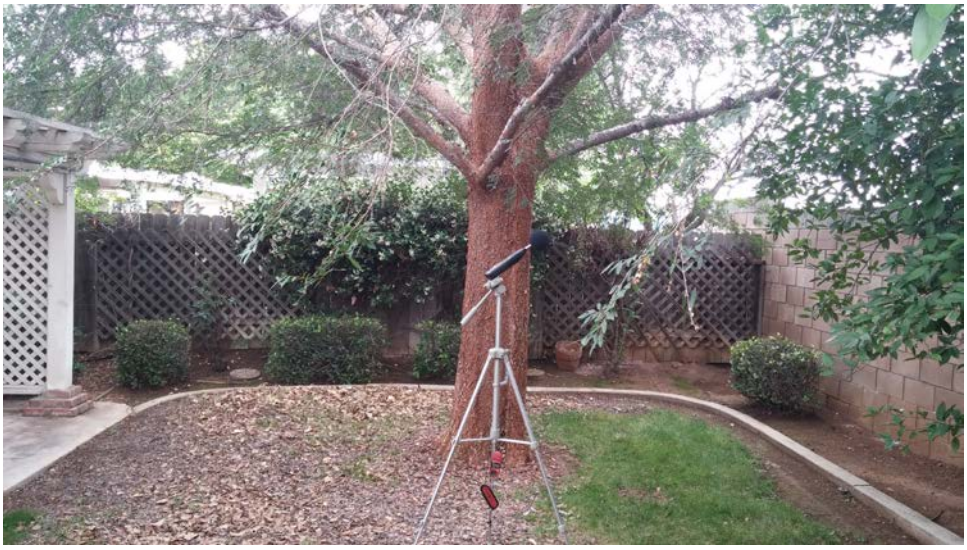
Photograph 1. ST-1 – Camera facing north

Photograph 2. ST-1 – camera facing south

Photograph 3. ST-1 – Camera facing west

Photograph 4. ST-1 – Camera facing east

Photograph 5. ST-2 – Camera facing north



Photograph 6. ST-2 – Camera facing south

Photograph 7. ST-2 – Camera facing west

Photograph 8. ST-2 – Camera facing east

Photograph 9. ST-4 – Camera facing northwest

Photograph 10. ST-4 – Camera facing southeast

Photograph 11. ST-4 – Camera facing southwest

Photograph 12. ST-5 – Camera facing north

Photograph 13. ST-5 – Camera facing south

Photograph 14. ST-5 – Camera facing east

Photograph 15. ST-5 – Camera facing west

Photograph 16. ST-6 – Camera facing south

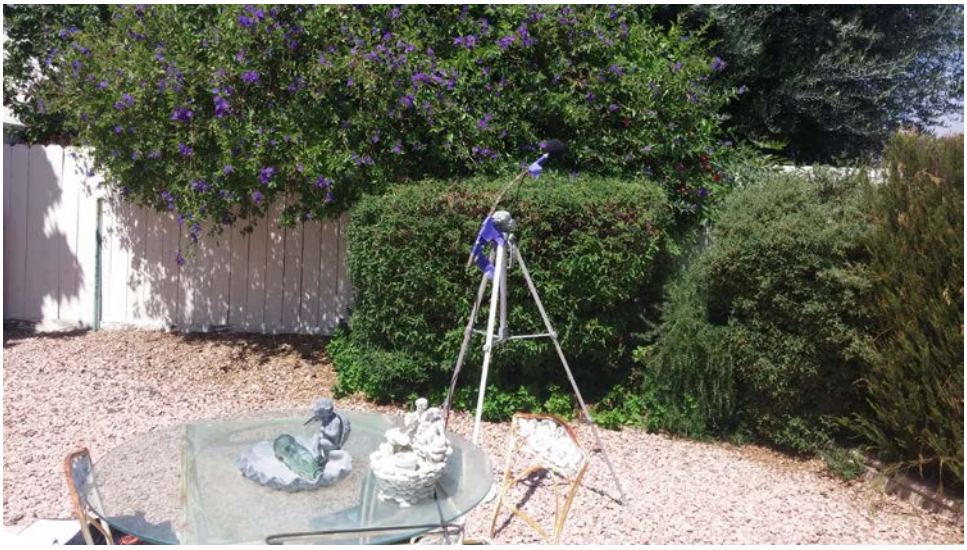
Photograph 17. ST-6 – Camera facing east

Photograph 18. ST-6 – Camera facing west

Photograph 19. LT-1 – Camera facing north

Photograph 20. LT-1 – Camera facing south

Photograph 21. LT-1 – Camera facing east



Photograph 22. LT-1 – Camera facing west

Appendix C – Environmental Commitments Record

Date: (August 2016)
Project Phase:
☒ PA/ED (*DED/FED*)
☐ PS&E Submittal
☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD
(Holland Road/Interstate 215 Overcrossing Project)

EA 1F980
PN 0815000087

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
										YES	NO
Visual/Aesthetics											
AES-1: Several aesthetic features have been incorporated into the project design to enhance the visual quality of the proposed overcrossing and associated improvements. These features include: - The bridge deck will have a dry stack barrier texture between two smooth concrete bands and accent lighting pedestals that will break the grey concrete and flat rectangular surface of the deck. - Metal picket railings on the bridge will not have a completely solid surface, so as to limit the obstruction of through views and to reduce the mass of the bridge structure. - A rock blanket will cover the surface of the concrete abutment under the western end of the bridge, and southern embankment wall. - The embankment walls will be textured and/or painted to break the length and height of the walls and provide visual interest. - The embankment slopes will be planted with trees and shrubs with boulder groupings, a meandering rock blanket, and decomposed granite surfaces to obscure the straight lines of manufactured slopes and the road grade. - Native and/or drought tolerant plant species will be utilized to match the natural vegetation in the project area and to improve tree and plant survival. - Existing landscaping design on Haun Road and on Antelope Road will be extended into adjacent segments of Holland Road to provide continuity in the streetscape. - The proposed project is consistent with the Route 215 Corridor Master Plan[1]. Additional measures that can avoid or minimize the visual impacts caused by the project or enhance the aesthetic qualities of the project have been developed. These will be designed and implemented with concurrence of the District Landscape Architect. - MSE wall treatments shall be selected based on input from the local community to reflect the area's history, resources, branding, and/or aesthetic	p. 2-8	VIA	Resident Engineer, Contractor, Landscape Architect	Construction							

[1] The Route 215 Corridor Master Plan is a broad multi-faceted master planning effort along portions of I-215 which was widened to address traffic and circulation needs.

Date: (August 2016)
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										YES	NO
preferences. A gradation in the treatment shall be considered (rather than a single uniform surface) to break the visual expanse and scale of the wall. - In addition to the proposed Mexican fan palm trees and groundcover on the northern mechanically stabilized embankment (MSE) wall, low trees and/or climbing vines shall be planted in between the Mexican fan palms to screen and reduce the visibility of the wall surfaces to residents of the Cantabria apartments, as well as to reduce the potential for wall graffiti. - The evergreen and shade trees along the southern MSE wall shall be located at the bend of Willowood Way and at locations opposite to where there are no parkway trees present on the south side of Willowood Way, so as to block views of the wall from the second-story windows of residences on Fruitwood Drive, west of Willowood Way. - Utility lines that will be relocated shall be placed underground, where feasible, for consistency with the City's Policy CD 4.8. - The proposed bridge lighting shall be designed to provide the minimum lighting levels necessary for safety and shall comply with the City of Menifee's Dark Sky Ordinance in the use of low pressure sodium or LED lamps and the shielding of outdoor light fixtures.										
Air Quality											
AQ-1: The construction contractor shall comply with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances	p. 2-18	Section 2.3 Air Quality of ISMND	Resident Engineer, Contractor	Construction							
AQ-2: Apply water or dust palliative to the site and equipment as frequently as necessary to control fugitive dust emissions. Fugitive emissions generally must meet a "no visible dust" criterion either at the point of emission or at the right of way line, depending on local regulations	p. 2-18	Section 2.3 Air Quality of ISMND	Resident Engineer, Contractor	Construction							
AQ-3: Spread soil binder on any unpaved roads used for construction purposes and all project construction parking areas	p. 2-18	Section 2.3 Air Quality of ISMND	Resident Engineer, Contractor	Construction							
AQ-4: Wash off trucks as they leave the right of way as necessary to control fugitive dust emissions	p. 2-18	Section 2.3 Air Quality of ISMND	Resident Engineer, Contractor	Construction							

Date: (August 2016)
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										YES	NO
AQ-5: Properly tune and maintain construction equipment and vehicles. Use low-sulfur fuel in all construction equipment, as provided in California Code of Regulations, Title 17, Section 93114	p. 2-18	Section 2.3 Air Quality of ISMND	Resident Engineer, Contractor	Construction							
AQ-6: Develop and implement a dust control plan documenting sprinkling, temporary paving, speed limits, and expedited revegetation of disturbed slopes as needed to minimize construction impacts on existing communities.	p. 2-18	Section 2.3 Air Quality of ISMND	Resident Engineer, Contractor	Construction							
AQ-7: Locate equipment and material storage sites as far away from residential and park uses as practical. Keep construction areas clean and orderly.	p. 2-18	Section 2.3 Air Quality of ISMND	Resident Engineer, Contractor	Construction							
AQ-8: Establish Environmentally Sensitive Areas (ESAs) or their equivalent near sensitive air receptors where construction activities involving extended idling of diesel equipment would be prohibited, to the extent feasible.	p. 2-18	Section 2.3 Air Quality of ISMND	Resident Engineer, Contractor	Construction							
AQ-9: Use track-out reduction measures such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic.	p. 2-18	Section 2.3 Air Quality of ISMND	Resident Engineer, Contractor	Construction							
AQ-10: Cover all transported loads of soils and wet materials prior to transport or provide adequate freeboard (space from the top of the material to the top of the truck) to minimize emissions of dust (particulate matter) during transportation.	p. 2-18	Section 2.3 Air Quality of ISMND	Resident Engineer, Contractor	Construction							
AQ-11: Promptly and regularly remove dust and mud on paved public roads from construction activity and traffic to decrease particulate matter.	p. 2-18	Section 2.3 Air Quality of ISMND	Resident Engineer, Contractor	Construction							
AQ-12: Route and schedule construction traffic to avoid peak travel times as much as possible to reduce congestion and related air quality impacts caused by idling vehicles along local roads.	p. 2-19	Section 2.3 Air Quality of ISMND	Resident Engineer, Contractor	Prior to/ During Construction							
AQ-13: Install mulch or plant vegetation as soon as practical after grading to reduce windblown particulate in the area. Be aware that certain methods of mulch placement, such as straw blowing, may themselves cause dust and visible emission issues; controls, such as dampened straw, may be needed.	p. 2-19	Section 2.3 Air Quality of ISMND	Resident Engineer, Contractor	During/ After Construction							
AQ-14: To control the generation of construction-related fugitive dust emissions, the City require contractors to comply with SCAQMD Rule 403 requirements.	p. 2-19	Section 2.3 Air Quality of ISMND	Resident Engineer, Contractor	Construction							
AQ-15: Use of lighter colored pavement where feasible.	p. 2-19	Section 2.3 Air Quality of ISMND	Resident Engineer, Contractor	Include during Final Design , Implement							

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										YES	NO
				during Construction							
AQ-16: Use off-road construction equipment that meets USEPA Tier-3 emissions standards or higher.	p. 2-19	Section 2.3 Air Quality of ISMND	Resident Engineer, Contractor	Construction							
Biological Resources											
BIO-1: Vegetation Clearing. Clearing of natural vegetation will be performed outside of the active breeding season for birds, as defined in the MSHCP (March 1 through June 30) (MSHCP Volume I, Section 7.5.3). If clearing of vegetation needs to occur, a preconstruction nesting bird survey will need to be performed (refer to measure BIO-18 for the nesting bird survey requirements)	p. 2-25	NES	Contractor, Qualified Biologist	Outside of active breeding season or perform Nesting Bird Survey.							
BIO-2: Dust Control. Active construction areas will be watered regularly to control dust and thus minimize impacts on adjacent vegetation (MSHCP Volume I, Section 7.5.3).	p. 2-25	NES	Resident Engineer, Contractor	Construction							
BIO-3: Firefighting Equipment and Preparation. When work is conducted during the fire season (as identified by the Riverside County Fire Department) appropriate fire-fighting equipment (e.g., extinguishers, shovels, water tankers) will be available on the project site during all phases of project construction to help minimize the chance of human-caused wildfires. Shields, protective mats, and/or other fire preventative methods will be used during grinding, welding, and other spark-inducing activities. Personnel trained in fire hazards, preventative actions, and responses to fires will advise contractors regarding fire risk from all construction-related activities (MSHCP Volume I, Section 7.5.3).	p. 2-25	NES	Resident Engineer, Contractor, Fire Hazard Professional	Prior to/ During Construction							
BIO-4: Environmental Training. A qualified biologist will conduct a training session for project and construction personnel (MSHCP Volume I, Section 7.5.3) prior to grading. The training will include a description of the species of concern and their habitats, the general provisions of the federal and state Endangered Species Acts (FESA and CESA) and the MSHCP, the need to adhere to the provisions of the acts and the MSHCP, the penalties associated with violating the provisions of the acts, the general measures that are being implemented to conserve the species of concern as they relate to the proposed project, and the access routes to and project site boundaries	p. 2-25	NES	Qualified Biologist, Resident Engineer	Prior to Grading							

Date: (August 2016)
Project Phase:
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ENVIRONMENTAL COMMITMENTS RECORD
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										YES	NO
within which the project activities must be accomplished (MSHCP Volume I, Appendix C). All sensitive areas will be fenced as presented in measure BIO-6, below											
BIO-5: Biological Monitoring During Construction. The qualified project biologist will monitor construction activities for the duration of the proposed project to ensure that practicable measures are being employed and avoid incidental disturbance of habitat and species of concern outside the project footprint (MSHCP Volume I, Section 7.5.3). Special attention will be provided to ensure that the environmentally sensitive area (ESA) fencing required in **BIO-6** is maintained daily. Additionally, ongoing monitoring and reporting will occur for the duration of the construction activity to ensure implementation of best management practices (BMPs). This will be done in concert with **BIO-6**, below, which includes the fencing of sensitive areas	p. 2-26	NES	Qualified Biologist, Resident Engineer	Construction						
BIO-6: Installation of ESA Fencing. Construction personnel will strictly limit their activities, vehicles, equipment, and construction materials to the proposed project footprint and designated staging areas and routes of travel. The construction area(s) will be the minimal area necessary to complete the proposed project and will be specified in the construction plans. Construction limits adjacent to sensitive resource areas will be demarcated using ESA fencing (e.g., orange snow screen). The ESA fencing will be reviewed at least weekly by the biological monitor (as indicated in BIO-5) until the completion of all construction activities. Employees will be instructed that their activities are restricted to the construction areas (MSHCP Volume I, Appendix C). Access to sites will be from pre-existing access routes to the greatest extent possible (MSHCP Volume I, Section 7.5.3, and MSHCP Volume I, Appendix C). ESA exclusionary fencing will be installed by construction personnel under supervision of a biological monitoring. ESA exclusion fencing will be placed no more than five days prior to the initiation of construction and will be removed within five days of the completion of construction activities	p. 2-26	NES	Qualified Biologist, Resident Engineer, Contractor	Prior to/ During Construction						
BIO-7: Removal of Exotic Plant Species. Exotic plant species removed during construction will be properly handled to prevent sprouting or regrowth (MSHCP Volume I, Section 7.5.3)	p. 2-26	NES	Resident Engineer, Contractor	Construction						
BIO-8: Clean Construction Equipment of Mud and Debris. Construction equipment will be cleaned of mud or other debris that may contain invasive plants and/or seeds and inspected to reduce the potential of spreading noxious weeds before mobilizing to the site and before leaving the site during the course of construction. Proof of inspection will be provided to the Project Biologist or Construction Engineer to ensure compliance. Cleaning of equipment will occur at least 300 feet from ESA fencing in a	p. 2-26	NES	Resident Engineer, Contractor, Project Biologist	Construction						

Date: (August 2016)
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										YES	NO
designated area											
BIO-9: Guidance on Removal and Disposal of Vegetation. Vegetation will be covered while being carried on trucks, and vegetation materials removed from the site will be disposed of in accordance with applicable laws and regulations	p. 2-26	NES	Resident Engineer, Contractor	Construction							
BIO-10: Hydro-seeding. Post-construction, any disturbed areas remaining as bare ground will be hydro-seeded with a Caltrans-approved seed mix	p. 2-26	NES	Resident Engineer, Contractor	Post Construction							
BIO-11: Site Access. The Permittee (in this case, City of Menifee) will have the right to access and inspect any sites of approved projects for compliance with project approval conditions, including BMPs (MSHCP Volume I, Appendix C).	p. 2-26	NES	Resident Engineer, Contractor	Construction							
BIO-12: Best Management Practices for Erosion Control and Water Pollution. Plans for water pollution and erosion control will be prepared. The plans will describe sediment and hazardous materials control, dewatering or diversion structures, fueling and equipment management practices, and use of plant material for erosion control. Plans will be reviewed and approved by the City of Menifee and Caltrans prior to construction (MSHCP Volume I, Section 7.5.3). The following measures will be provided: • Water pollution and erosion control plans will be developed and implemented in accordance with RWQCB requirements (MSHCP Volume I, Appendix C) and will ensure that no fluids or sediment from construction will enter into the ESA fenced areas. • New surface flows will be treated prior to reaching waterways. • Sediment and erosion control measures will be implemented until such time soils are determined to be successfully stabilized (MSHCP Volume I, Section 7.5.3). • No erodible materials will be deposited into watercourses or areas demarcated with ESA fencing. Brush, loose soils, or other debris material will not be stockpiled within stream channels or on adjacent banks (MSHCP Volume I, Section 7.5.3, and MSHCP Volume I, Appendix C). • If streamflows must be diverted, the diversions will be conducted	p. 2-26	NES	Resident Engineer, Contractor	Prior to/ During Construction							

Date: (August 2016)
Project Phase:
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										YES	NO
using sandbags or other methods requiring minimal instream impacts. Silt fencing or other sediment trapping materials will be installed at the downstream end of construction activity to minimize the transport of sediments off-site. Settling ponds where sediment is collected will be cleaned out in a manner that prevents the sediment from reentering the stream. Care will be exercised when removing silt fences, as feasible, to prevent debris or sediment from returning to the stream (MSHCP Volume I, Section 7.5.3, MSHCP Volume I, Appendix C). Short-term diversions will consider effects on wildlife (MSHCP Volume I, Section 7.5.3). • Equipment storage, fueling, and staging areas will be located on non-sensitive upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats (MSHCP Volume I, Section 7.5.3, and MSHCP Volume I, Appendix C). These designated areas will be located in such a manner as to prevent any runoff from entering sensitive habitat. Necessary precautions will be taken to prevent the release of cement or other toxic substances into surface waters. Project-related spills of hazardous materials will be reported to appropriate entities, including, but not limited to, the applicable jurisdictional city, USFWS, CDFW, and the RWQCB, and will be cleaned up immediately and contaminated soils removed to approved disposal areas (MSHCP Volume I, Appendix C). All equipment maintenance, staging, and dispensing of fuel, oil, coolant, or any other toxic substances will occur only in designated areas within the proposed grading limits of the project site. These designated areas will be clearly marked and located in such a manner as to contain runoff (MSHCP Volume I, Section 7.5.3).										
BIO-13: Demarcating Jurisdictional Features for Avoidance. The limits of disturbance, including the upstream, downstream, and lateral extents on either side of any stream (jurisdictional feature) adjacent to the project impact footprint, will be clearly defined and marked in the field. Monitoring personnel (biology) will review the limits of disturbance prior to initiation of construction activities (MSHCP Volume I, Section 7.5.3, and MSHCP Volume I, Appendix C). The upstream and downstream limits of project disturbance plus the lateral limits of disturbance on either side of the stream (jurisdictional feature) will be clearly defined and marked in the field, including ESA fencing installed during construction to ensure avoidance of jurisdictional areas and	p. 2-27	NES	Resident Engineer, Contractor, Qualified Biologist	Prior to/ During Construction							

Date: (August 2016)
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										YES	NO
marsh habitat. Monitoring personnel will review the limits of disturbance prior to initiation of construction activities											
BIO-14: Determination of Biological or Environmentally Superior Preservation (DBESP). The DBESP addresses riparian-riverine resources. A DBESP report that provides analysis of direct and indirect impacts, avoidance, minimization, and compensatory mitigation, along with the functions and values of the resources being affected as related to MSHCP covered species will be prepared and submitted to RCA, USFWS, and CDFW for review, prior to project approval	p. 2-28	NES	Resident Engineer, Qualified Biologist	Prior to approval							
BIO-15: Mitigation for Riparian-Riverine Resources. Compensation of permanent impacts on riparian-riverine resources would occur at a minimum 1:1 for riparian and ephemeral drainages. The compensation can be a combination of enhancement, restoration, and/or creation as long as there is no let loss of riparian-riverine resources. This means that at the very least the amount of riparian-riverine removed and the amount being created must be at a 1:1 ratio. The remaining compensation can occur as enhancement and restoration. Compensatory mitigation should be coordinated with CWA 401 and 404 permitting and CDFW 1602 Streambed Alteration Agreement acquisition to ensure efficiencies with the mitigation effort. Details of this compensation will be provided in the DBESP (measure BIO-14). Final mitigation ratios will be determined after consultation with USACE, RWQCB, USFWS, and CDFW. The Permittee may purchase mitigation bank credits through the Riverside-Corona Resources Conservation District In-lieu Fee Program, Santa Ana Watershed Association, and/or creation of riparian-riverine resources, including federal and state jurisdictional water resources within the proposed project's watershed	p. 2-28	NES	Resident Engineer, Qualified Biologist	During 401, 404, 1602 permitting. Consult with USACE, RWQCB, USFWS, and CDFW						
BIO-16: Disposal of Trash. To avoid attracting predators of the special-status species, the project site will be kept as clean of debris as possible. All food related trash items will be enclosed in sealed containers and regularly removed from the site(s) (MSHCP Volume I, Appendix C)	p. 2-28	NES	Resident Engineer, Contractor	Construction							
BIO-17: Burrowing Owl Preconstruction Survey. A burrowing owl preconstruction survey will be performed within 30 days prior to ground disturbance. The preconstruction survey area will consist of the limits of disturbance (LOD) area and a 300-ft, where accessible. If burrowing owl are found, an avoidance buffer of a minimum 200-ft during the	p. 2-28	NES	Qualified Biologist	30 days prior to ground disturbance. During owl breeding season.							

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										YES	NO
nonbreeding season and 300-ft buffer during the breeding season would be established around the occupied burrow. On-going burrow monitoring will occur to ensure the established buffers are adequate to avoid disturbance to the species and can be increased if needed. Continued monitoring will occur until the burrow is determined to be inactive. If feasible, passive relocation by a qualified ornithologist may occur after coordination with the Regional Conservation Authority (RCA) and CDFW										
BIO-18: Preconstruction Survey for Nesting Bird. If construction commences during the bird breeding season (defined as March 15 through September 15), a preconstruction survey will occur within three days prior to construction activities by an experienced ornithologist. The survey will occur within all suitable nesting habitat within the LOD and a 300-foot buffer, as access is allowed. If nesting birds are found, a 100-foot (or a width determined through coordination with the wildlife agencies) avoidance area will be established around the nest until a qualified ornithologist has determined that young have fledged or nesting activities have ceased. If nesting listed species are detected, the wildlife agencies will be contacted and a 500-foot (or a distance determined through coordination with the wildlife agencies) avoidance area will be established around the nest until a qualified ornithologist has determined that young have fledged or nesting activities have ceased	p. 2-28	NES	Qualified Biologist	Within 3 days prior to construction, during bird breeding season.							
BIO-19: Fairy Shrimp Habitat Avoidance. If it is determined that listed fairy shrimp are present within the LOD, all suitable fairy shrimp habitat must be fully avoided during construction. All suitable fairy shrimp habitat areas will be fenced as presented in BIO-6. If full avoidance is not feasible BIO-14 must be satisfied	p. 2-29	NES	Qualified Biologist, Contractor	Construction							
BIO-20: Equipment Placement Restrictions. During construction, the placement of equipment within a stream or on adjacent banks or adjacent upland habitats occupied by MSHCP covered species that are outside of the project footprint will be avoided (MSHCP Volume I, Section 7.5.3, and MSHCP Volume I, Appendix C)	p. 2-29	NES	Resident Engineer, Contractor	Construction							
BIO-21: Preconstruction Survey for Rare Plants and Avoidance. A preconstruction survey will occur for rare plants within the LOD and a 50-foot buffer prior to the staging or ground disturbance activities. Specifically the qualified biologist will survey for chaparral sand-verbena, saltspring checkerbloom, and San Bernardino aster. If any of these are found and full avoidance is feasible, ESA fencing (BIO-6) will be placed around the plant population. If avoidance is not feasible, the population will be mapped and seeds will be collected by a qualified biologist with a scientific collection	p. 2-29	NES	Qualified Biologist	Prior to staging or ground disturbance							

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										YES	NO
permit prior to any ground disturbance.											
Cultural Resources											
CR-1: If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant". The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Human remains from other ethnic/cultural groups with recognized historical associations to the project area shall also be subject to consultation between appropriate representatives from that group and the Public Works/Engineering Director.	p. 2-32	ASR	Resident Engineer, Contractor	All ground disturbing activities, Construction						
CR-2: If during ground disturbance activities, unique cultural resources are discovered that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Unique cultural resources are defined, for this condition only, as being multiple artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the Native American Tribe(s). - All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal representative(s) and the Public Works/Engineering Director to discuss the significance of the find. - At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representative(s) and the archaeologist, a decision shall be made, with the concurrence of the Public Works/Engineering Director, as to the appropriate mitigation (documentation, recovery,	p. 2-32	ASR	Resident Engineer, Contractor	All ground disturbing activities, Construction						

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										YES	NO
avoidance, etc.) for the cultural resources. - Grading of further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. - Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Treatment and Monitoring Agreements entered into with the appropriate tribes. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the project property so they are not subject to further disturbance in perpetuity. - Pursuant to California Public Resources Code §21083.2(b) avoidance is the preferred method of preservation for archaeological resources and cultural resources. If the landowner and the Tribe(s) cannot agree on the significance of the mitigation for the archaeological or cultural resources, these issues will be presented to the Public Works/Engineering Director for decision. The Public Works/Engineering Director shall make the determination based on the provisions of CEQA with respect to archaeological resources, recommendations of the project archaeologist and shall take into account the cultural and religious principles and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the Public Works/Engineering Director shall be appealable to the City Planning Commission and/or the City Council.										
CR-3 Archaeologist Retained. Prior to issuance of a grading permit the project applicant shall retain a Riverside County qualified archaeologist to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources. The Project Archaeologist and the representative(s) from the Pechanga Tribe shall be included in the pre-grade meetings to provide cultural/historical sensitivity training including the establishment of set guidelines for ground disturbance in sensitive areas with the grading contractors. The Project Archaeologist and the Pechanga Tribal representative(s) shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing,	p. 2-33	Environmental Document	Resident Engineer, Community Development Department, Contractor/ Developer/ Permit holder	Prior to issuance of grading permit. During construction.							

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										YES	NO
grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Project Archaeologist and the Pechanga Tribal representative(s) shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with any required special interest or tribal monitors. The developer/permit holder shall submit a fully executed copy of the contract to the Community Development Department to ensure compliance with this condition of approval. Upon verification, the Community Development Department shall clear this condition. Any newly discovered cultural resources shall be subject to an evaluation, in consultation with the Pechanga Tribe and which will require the development of a treatment plan and monitoring agreement for the newly discovered resources.										
CR-4 Native American Monitoring (Pechanga). A Tribal Monitor shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified Tribal Monitor from the Pechanga Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Community Development Department and to the Engineering Department. The Tribal Monitor shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist. The Developer shall relinquish ownership of all cultural resources, including all archaeological artifacts that are of Native American origin, found in the project area for proper treatment and disposition to a curational facility that meets or exceeds Federal Curation Standards outlined in 36 C.F.R. 79. The Applicant/Permittee shall be responsible for all curation costs	p. 2-33	Environmental Document	City Representative, Resident Engineer, Contractor.	Prior to issuance of grading permit submit copy of signed contract. During all ground disturbing activities, monitor required.						
CR-5 Non-disclosure of Location Reburials. It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant	p. 2-33	Environmental Document	City Representative, Resident Engineer, Contractor.	During discovery of reburial site, human remains, or associated						

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										YES	NO
to the specific exemption set forth in California Government Code 6254 (r), parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).				grave goods.							
CR-6 If buried cultural resources are encountered during project activities, it is Caltrans policy that work stop in that area until a qualified archaeologist can evaluate the nature and significance of the find.	p. 2-33	ASR	Resident Engineer, Contractor	During project activities							
CR-7 In the event that human remains are found, the County Coroner shall be notified and all construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the District 8 Division of Environmental Planning; Gabrielle Duff, DEBC at (909) 383-6933 and Gary Jones, DNAC at (909) 383-7505. Further provisions of PRC 5097.98 are to be followed as applicable.	p. 2-33	ASR	Resident Engineer, Contractor	During project activities							
Paleontology											
PALEO-1: In areas of high sensitivity for paleontological resources, each project shall retain a qualified paleontologist to monitoring ground disturbing activity. Should any potentially significant fossil resources be discovered, no further grading shall occur in the area of the discovery until the City of Menifee Community Development Director is satisfied that adequate provisions are in place to protect these resources. Unanticipated discoveries shall be evaluated for significance by a professional paleontologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates, and other special studies; submit materials to a museum for permanent curation; and provide a comprehensive final report including catalog with museum numbers to the City of Menifee Community Development Director.	p. 2-33	ASR	Qualified Paleontologist, City of Menifee Community Development Director	Ground disturbing activities							
Geology and Soils											
Refer to WQ-1 through WQ-4.											
Hazards and Hazardous Materials											
HAZ-1: To avoid impacts from pavement striping during construction, testing and	p. 2-41	Section 2.8 of	Resident Engineer,	Prior to							

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										YES	NO
removal requirements for yellow striping and pavement marking materials shall be performed in accordance with applicable regulations and standards.		ISMND	Contractor	Construction							
HAZ-2: In accordance with Section 112 of the Clean Air Act, which established the National Emission Standards for Hazardous Air Pollutants (NESHAP), specific work practices will be followed during demolitions and renovations of all facilities. The regulations require a thorough inspection where the demolition or renovation operation will occur and requires the owner or the operator of the demolition or renovation to notify the appropriate delegated entity (often a state agency) before any demolition, or renovations that contain a certain threshold amount of regulated asbestos-containing material. The rule also requires work practice standards that control asbestos emissions. The project shall comply with all asbestos demolition and removal measures outlined in SCAQMD Rule 403 based on the results of the additional hazardous waste studies are currently under review. Refer to SCAQMD Rule 1403 that specifically addresses asbestos demolition and removal at http://www.aqmd.gov/home/ regulations/compliance/asbestos-demolition-removal.	p. 2-41	Section 2.8 of ISMND	Resident Engineer, Contractor	Prior to demolition							
Hydrology and Water Quality											
WQ-1: Construction site BMPs shall be implemented during construction for controlling potential pollutants on construction sites. The following BMP categories shall be considered and implemented, where feasible: Soil Stabilization Practices; Sediment Control Practices; Tracking Control Practices; Wind Erosion Control; Non-Storm Water Controls; and Waste Management and Material Pollution Controls.	p. 2-44	Section 2.9 of ISMND	Resident Engineer, Contractor	Final Design (incorporate BMPs into project), Prior to/ during grading and construction (Implement BMPs)							
WQ-2: Implement Design Pollution Prevention, Low Impact Development (LID), source control, and treatment control BMPs (where feasible and applicable) in compliance with NPDES permit requirements.	p. 2-44	Section 2.9 of ISMND	Resident Engineer, Contractor	Final Design (incorporate BMPs into project), Prior to/ during grading and construction (Implement BMPs)							

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										YES	NO
WQ-3: Construction will be scheduled to minimize soil-disturbing work during the rainy season.	p. 2-44	Section 2.9 of ISMND	Resident Engineer, Contractor	Construction							
WQ-4: A Notice of Intent will be filed with the Santa Ana RWQCB for coverage under the state-wide NPDES permit for construction-related discharges. The contractor will prepare a SWPPP that sets forth the BMPs that will be implemented on site. The BMPs will be implemented to minimize spills and keep potentially contaminated materials used during construction out of the drainage waterways as documented in the SWPPP.	p. 2-44	Section 2.9 of ISMND	Resident Engineer, Contractor	Final Design (incorporate BMPs into project), Prior to/ during grading and construction (Implement BMPs)							
Noise											
NOI-1: The following noise control measures will be incorporated into the project contract specifications in order to minimize construction noise effects. ● Operation of noise-generating equipment will be permitted from 6:30AM to 7 PM, no construction is permitted on Sunday or national holidays. ● All noise-producing project equipment and vehicles using internal combustion engines will be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specification. Mobile or fixed "package" equipment (e.g., arc-welders, air compressors) will be equipped with shrouds and noise control features that are readily available for that type of equipment. ● All mobile or fixed noise-producing equipment used on the project that is regulated for noise output by a local, state, or federal agency will comply with such regulation while in the course of project activity. ● Electrically powered equipment will be used instead of pneumatic or internal combustion powered equipment, where feasible. ● Material stockpiles and mobile equipment staging, parking, and maintenance areas will be located as far as practicable from noise-sensitive receptors.	p. 2-61	Section 2.12 of ISMND	Resident Engineer, Contractor	Prior to/ During Construction							

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										YES	NO
• Construction site and access road speed limits will be established and enforced during the construction period. • The hours of construction, including noisy maintenance activities and all spoils and material transport, will be restricted to the periods and days permitted by the local noise or other applicable ordinance. Noise-producing project activity will comply with local noise control regulations affecting construction activity or obtain exemptions therefrom. • The use of noise-producing signals, including horns, whistles, alarms, and bells, will be for safety warning purposes only. • No project-related public address or music system will be audible at any adjacent receptor. • The onsite construction supervisor will have the responsibility and authority to receive and resolve noise complaints. A clear appeal process to the owner will be established prior to construction commencement that will allow for resolution of noise problems that cannot be immediately solved by the site supervisor. • Furthermore, to minimize the construction noise in areas within Caltrans right of way, Standard Specification 14-8.02 and SSP 14-8.02.										
NOI-2: During construction, the City will replace the wooden fence located at 31023 Hanover Lane (receiver M9) with a solid barrier at a height of 6-feet and constructed with the same material as the existing barrier located along Holland Road.	p. 2-62	Section 2.12 of ISMND	Resident Engineer, Contractor	Construction							
Public Services											
PS-1: A Traffic Management Plan (TMP) shall be prepared to minimize potential impacts on emergency services and commuters during construction.	p. 2-66	Section 2.14 of ISMND	Resident Engineer, Contractor	Final Design, Prior to Construction							
PS-2: Development of circulation and detour plans to minimize impacts on local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone. This should be implemented in coordination with Measure PS-1.	p. 2-67	Section 2.14 of ISMND	Resident Engineer, Contractor	Final Design, Construction							

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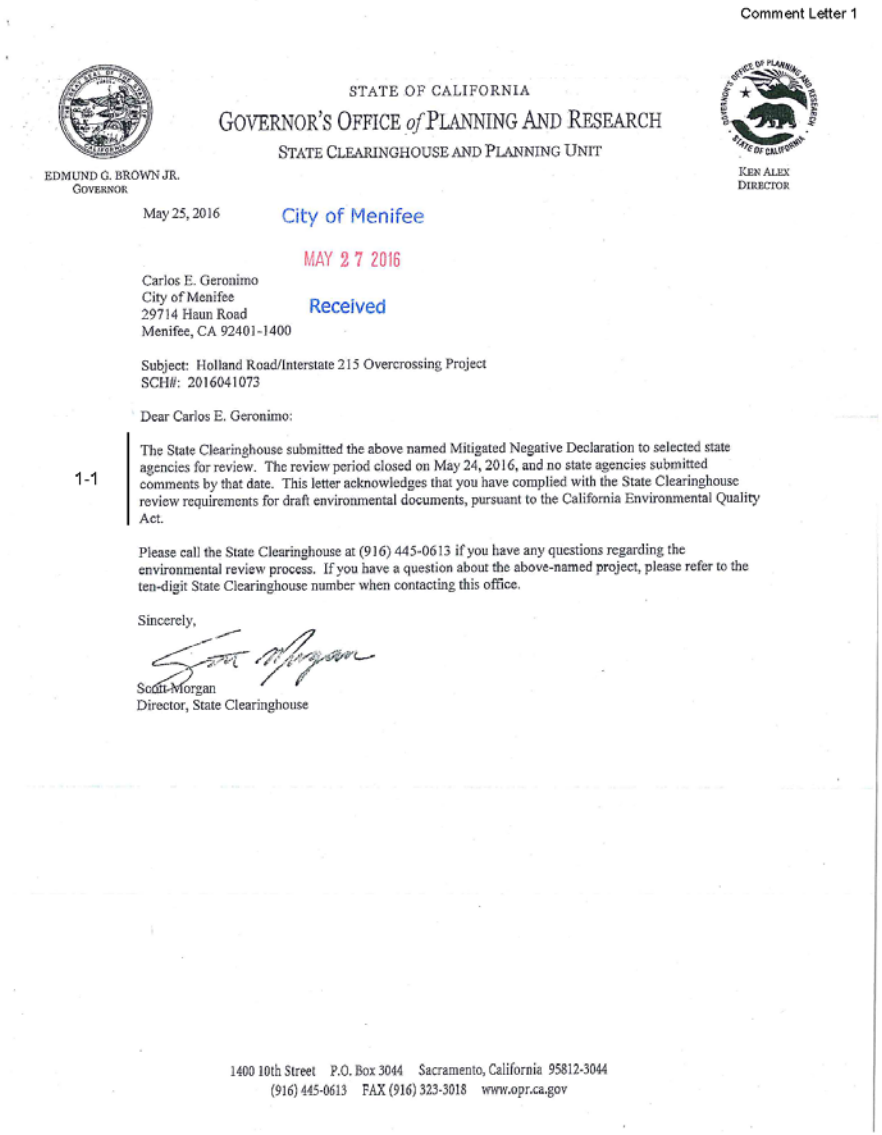
										YES	NO
PS-3: Inclusion of detours for bicycles and pedestrians in all areas potentially affected by construction. This should be implemented in coordination with Measure PS-1.	p. 2-67	Section 2.14 of ISMND	Resident Engineer, Contractor	Final Design, Construction							
PS-4: Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary. This should be implemented in coordination with Measure PS-1.	p. 2-67	Section 2.14 of ISMND	Resident Engineer, Contractor	Final Design, Construction							
PS-5: The City's Traffic Engineer will coordinate with the Riverside County Fire Department on potential Primary and Secondary access points and comply with applicable fire and emergency safety measures.	p. 2-67	Section 2.14 of ISMND	City's Traffic Engineer, Contractor	Final Design, Prior to Construction, During Construction.							

PERMITS AND AGREEMENTS:

AGENCY	Type	Issue Date	Expiration Date
California Department of Fish and Wildlife	Section 1602 Streambed Alteration Agreement	Application to be submitted after approval of Environmental Document.	
	Consistency Review for Biological Resources with the Western Riverside County Multi-Species Habitat Conservation Plan (MSHCP).	Provide request to CDFW for MSHCP Consistency	
Regional Water Quality Control Board	Clean Water Act Section 401 Water Quality Certification	Application to be submitted after approval of Environmental Document	
U.S. Army Corps of Engineers	Clean Water Act Section 404 Nationwide Permit 14	Permit application to be submitted after approval of Environmental Document	
Regional Conservation Authority (RCA)	MSHCP Consistency Review for Biological Resources	Provide request to RCA for MSHCP Consistency.	
U.S. Fish and Wildlife Service	MSHCP Consistency Review for Biological Resources	Provide request to USFWS for MSHCP Consistency	
Caltrans	Encroachment Permit	Not yet submitted.	

Appendix D – Response to Comments

1.1 Comment Letter 1 – California State Clearinghouse



Comment Letter 1

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

May 25, 2016

City of Menifee

MAY 27 2016

Received

Carlos E. Geronimo
City of Menifee
29714 Haun Road
Menifee, CA 92401-1400

Subject: Holland Road/Interstate 215 Overcrossing Project
SCH#: 2016041073

Dear Carlos E. Geronimo:

1-1 The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on May 24, 2016, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Response to Comment 1-1:

Thank you for reviewing the Draft Initial Study/Mitigated Negative Declaration (IS/MND) for the proposed Holland Road/Interstate 215 Overcrossing Project. It is noted that no state agencies submitted comments during the review period and that the proposed project has complied with the State Clearinghouse review requirements, pursuant to CEQA.

Document Details Report
State Clearinghouse Data Base

SCH#	**2016041073**
Project Title	Holland Road/Interstate 215 Overcrossing Project
Lead Agency	Menifee, City of
Type	**MND** Mitigated Negative Declaration
Description	The City of Menifee is proposing to construct a new overcrossing at Holland Road over I-215. The project will construct a new four-lane overcrossing at Holland Road that will span the I-215 freeway and Antelope Rd within the limits of the City of Menifee. The project also includes realigning Willowood Way, re-striping Hanover Lane, and Albion Lane, and constructing an access road for existing businesses on the west side of I-215, as well as providing and relocating essential utilities. Temporary construction laydown areas are proposed at the north and south portion of Holland Rd at Haun Rd.

Lead Agency Contact

Name	Carlos E. Geronimo		
Agency	City of Menifee		
Phone	951-723-3722	***Fax***	
email			
Address	29714 Haun Road		
City	Menifee	***State*** CA	***Zip*** 92401-1400

Project Location

County	Riverside		
City	Menifee		
Region			
Lat / Long			
Cross Streets	Holland Rd and Haun Rd		
Parcel No.			
Township	***Range***	***Section***	***Base***

Proximity to:

Highways	I-215
Airports	
Railways	
Waterways	
Schools	Paloma Valley HS
Land Use	Freeway, Local Roadway, and Economic Development Corridor

Project Issues	Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Noise; Minerals; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects
Reviewing Agencies	Resources Agency; Department of Fish and Wildlife, Region 6; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 8; Regional Water Quality Control Board, Region 8; Native American Heritage Commission

Date Received 04/25/2016 ***Start of Review*** 04/25/2016 ***End of Review*** 05/24/2016

1.2 Comment Letter 2 – CAL FIRE

Comment Letter 2

Strategic Planning Bureau
RRU-Riverside Perris HQ
Planning Advisory Notes

City	Project	Case Number	Reviewer	Date
Menifee	Holland Rd. I 215 Overcrossing Project	SCH#2016041073	Jason Neuman	May 11, 2016

City of Menifee Notice of Intent to Adopt a Mitigated Negative Declaration, Holland Road Interstate 215 Overcrossing Project

City of Menifee
Carlos E. Geronimo, PE
29714 Haun Road
Menifee, CA 92586 cgeronimo@cityofmenifee.us

2-1

With respect to referenced (NOI) the Riverside County Fire Department has the following comments reflecting the construction phase of the project:

The proposed project(s) will add to the cumulative adverse affect on the Fire Department's ability to maintain the current level of service. These impacts include fire and medical emergencies as well as public service calls, all due to the increased presence of road maintenance vehicles and potential traffic congestion.

Construction activities could result in traffic delays that could affect the ability of fire and emergency service units to meet response time goals within the project area.

Non fire related medical emergencies could temporary increase within the presence of construction workers and heavy machinery during construction of the project.

Temporary road closures, lane closures, or detour routes may impair response times by the fire department and other emergency service providers.

Mitigation measures should be considered in order to help reduce these impacts to a level below significance.

Response to Comment 2-1:

As discussed in Section 2.14 Public Services and Section 2.16 Transportation and Traffic of the Initial Study/Mitigated Negative Declaration (IS/MND), the proposed project would improve emergency access, improve traffic circulation, and provide emergency response vehicles with an additional east-west connection through the City of Menifee. As discussed in Section 2.16.1 of the ISMND, in the Opening Year (2017) No Build (no project) scenario, four study area intersection are projected to operate at an unsatisfactory level of service (LOS) and one study area roadway segment (Scott Road east of Haun Road) is projected to operate at an unsatisfactory level. Compared with the traffic operations between the Opening Year (2017) No Build (no project) and Build conditions, the proposed project would improve the traffic operations at most of the study area intersection. Furthermore, during the P.M. Peak Hour, all study intersections would operate at satisfactory LOS in Opening Year (2017) under the Build scenario. In the Future Year (2040) No Build scenario, five intersections are projected to operate at an unsatisfactory LOS, and three study area roadway segments are projected to operate at an unsatisfactory LOS. In the Future Year (2040) Build scenario, only one intersection and one roadway segment is projected to operate at an unsatisfactory LOS. Compared with the No Build scenario, the proposed project would improve the traffic operations for both intersections and roadway segments for the Future Year (2040) scenario. To summarize, the proposed project would improve the overall traffic operations in the vicinity.

During construction, traffic will be temporarily affected for areas within the vicinity of existing Holland Road, Antelope Road, Hanover Lane, and Albion Lane with detours and construction vehicles. Temporary road closures would occur during non-peak hour times with detours. Reconstruction of the new alignment of Willowood Way at Holland Road may result in temporary closure of Willowood Way, however, detour routes would be available. A Traffic Management Plan (TMP) will be implemented and include circulation and detour plans to minimize impacts on local street circulation during construction. This may include the use of signing and flagging to guide vehicles through or around the construction zone. The TMP would also include detours for bicycles and pedestrians in all areas potentially affected by the construction of the proposed project. Measures **PS-1** through **PS-4** in Section 2.14.2 of the ISMND, as included in the IS/MND, will be implemented to minimize potential impacts during construction.

The City's Traffic Engineer will coordinate with the Riverside County Fire Department on potential Primary and Secondary access points and comply with applicable fire and emergency safety measures. New measure **PS-5** has been added to Section 2.14.2 in the ISMND to ensure that this occurs.

Primary and Secondary access points were not provided on the submittal to determine if they will meet the fire department's needs. The Fire Prevention Bureau will need to review any proposed access/road circulation plan.

2-1 cont. In the interest of Public Safety, the project shall provide an Alternate or Secondary Access point. Alternate or Secondary Access(s) shall have concurrence and approval of both the Traffic Engineer and Fire Department, and shall be maintained throughout any phasing.

The California Fire Code outlines fire protection standards for the safety, health, and welfare of the public. These standards will be enforced by the Fire Chief.

1.3 Comment Letter 3 – Rincon Band of Luiseno Indians

Comment Letter 3

RINCON BAND OF LUISEÑO INDIANS
Cultural Resources Department
1 W. Tribal Road · Valley Center, California 92082 ·
(760) 297-2635 Fax:(760) 749-2639

City of Menifee
MAY 04 2016
Received

April 26, 2016

Carlos Geronimo
City of Menifee
29714 Haun Road
Menifee, CA 92586

Re: Holland Road/Interstate 215 Overcrossing Project

Dear Mr. Geronimo:

This letter is written on behalf of Rincon Band of Luiseño Indians. We have received your notification regarding the Holland Road/Interstate 215 Overcrossing Project and we thank you for the consultation notification. The location you have identified is within the Territory of the Luiseño people.

3-1 Embedded in the Luiseño Territory are Rincon's history, culture and identity. The project is within the Luiseño Aboriginal Territory of the Luiseño people however, it is not within Rincon's Historic Boundaries. We do not have any additional information regarding this project but, we defer this project to the Pechanga Band of Luiseño Indians or Soboba Band of Luiseño Indians who are located closer to your project area.

Thank you for the opportunity to protect and preserve our cultural assets.

Sincerely,

Vincent Whipple
Manager
Rincon Cultural Resources Department

Bo Mazzetti, Tribal Chairman | Stephanie Spencer, Vice Chairwoman | Steve Stallings, Council Member | Laurie E. Gonzalez, Council Member | Alfonso Kolb, Council Member

Response to Comment 3-1:

Thank you for your comment. The City has coordinated with the following Native American tribes: Rincon Band of Luiseno Indians, Soboba Band of Luiseno Indians, Agua Caliente Band of Cahuilla Indians, and Pechanga Band of Luiseno Indians. Furthermore, coordination with the Pechanga Band of Luiseno Indians and the Soboba Band of Luiseno Indians is ongoing. The IS/MND includes Measures **CR-1** through **CR-5** to minimize potential cultural resource impacts.

1.4 Comment Letter 4 – Cynthia Nemelka, Owner – RE/MAX Diamond Realty

Comment Letter 4

From: RE/MAX Cynthia Nemelka <remaxcynthia@gmail.com>
Sent: Friday, April 29, 2016 9:40 AM
To: Carlos Geronimo
Subject: Holland Overpass - community comment

Follow Up Flag: Follow Up
Flag Status: Flagged

Dear City Officials,

As a homeowner in the community of Hidden Meadows, I travel down Holland several times a day to get to either Newport Rd or Scott Rd.

I own the local RE/MAX office, am a full-time realtor and have closed over 430 real estate transactions in Menifee since 2008. As such, I consider myself somewhat of an expert in Menifee Real Estate. I am driving back and forth along these streets several times a day.

It is my opinion that the building of the Holland overpass would greatly enhance the driving experience and overall quality of living for most ALL the residents living in all neighborhoods East of the 215 freeway. The benefits of relieving traffic from Scott and Newport, and a quicker commute for us here in the middle of Scott & Newport to our main shopping centers is obvious. 4-1

The only possible complaints I can fathom would be from the less than 100 homes of residents who back up to Holland Rd.. From a Realtor standpoint, Holland is a main street and anyone who had purchased or rented a home backing up to Holland would have clearly noticed the four lanes currently in existence. Pricing/appraised values on those homes would have been adjusted comparatively for that negative aspect of the property. One of my agents recently sold one such home on Fruitwood and the probability of the Holland overpass was disclosed. The home was listed and sold above its market value, in my opinion. The positive impact of this bridge for the thousands of homes far outweight the potential minor negative impact on these 100 homes.

I am 100% in favor of the Holland Overpass.

Is there anyway that this bridge could be completed and ready for me to cross over it, yesterday?

Looking forward,

Cynthia Nemelka, Owner
RE/MAX Diamond Realty
Menifee Property Management
26900 Newport Rd., #120
Menifee, CA 92584
(951) 301-9888 RE/MAX Office
(951) 301-9993 Menifee Property Management office

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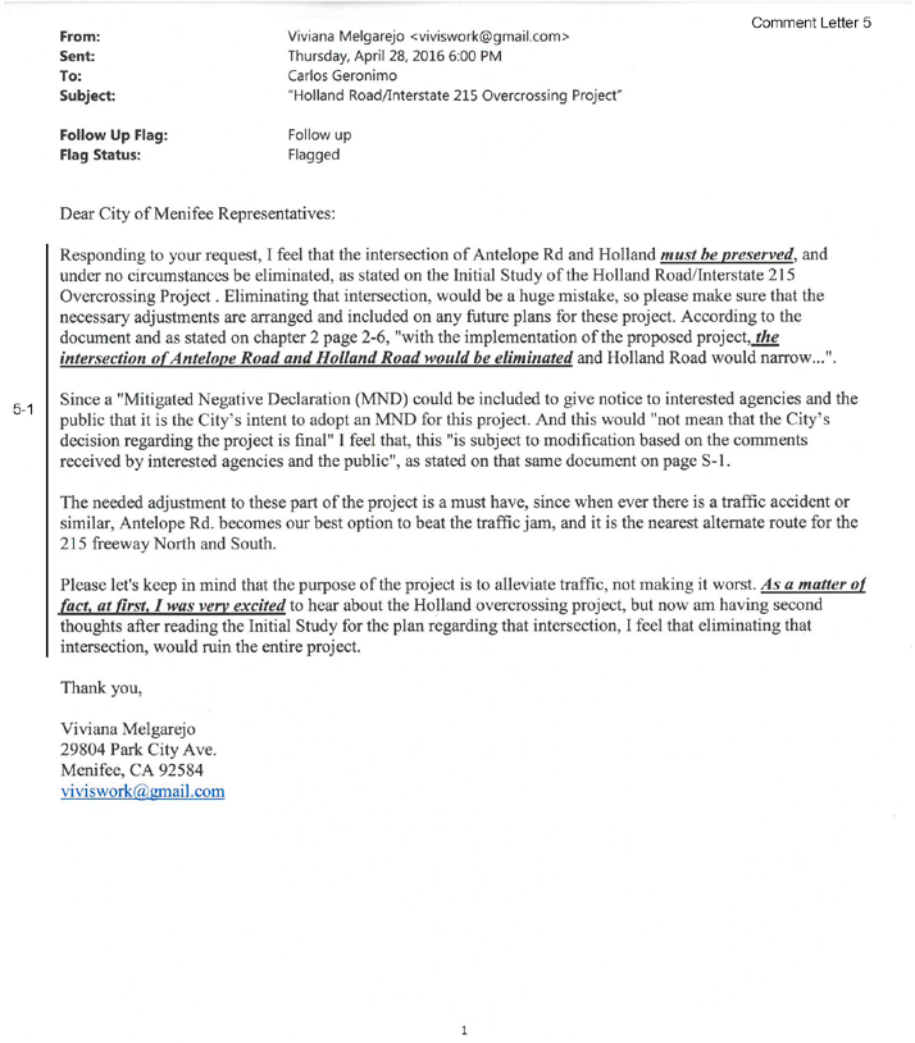
Response to Comment 4-1:

Thank you for your comment in support of the project.

1.5 Comment Letter 5 – Viviana Melgarejo



Comment Letter 5

From: Viviana Melgarejo <viviswork@gmail.com>
Sent: Thursday, April 28, 2016 6:00 PM
To: Carlos Geronimo
Subject: "Holland Road/Interstate 215 Overcrossing Project"

Follow Up Flag: Follow up
Flag Status: Flagged

Dear City of Menifee Representatives:

5-1 Responding to your request, I feel that the intersection of Antelope Rd and Holland ***must be preserved***, and under no circumstances be eliminated, as stated on the Initial Study of the Holland Road/Interstate 215 Overcrossing Project . Eliminating that intersection, would be a huge mistake, so please make sure that the necessary adjustments are arranged and included on any future plans for these project. According to the document and as stated on chapter 2 page 2-6, "with the implementation of the proposed project, ***the intersection of Antelope Road and Holland Road would be eliminated*** and Holland Road would narrow...".

Since a "Mitigated Negative Declaration (MND) could be included to give notice to interested agencies and the public that it is the City's intent to adopt an MND for this project. And this would "not mean that the City's decision regarding the project is final" I feel that, this "is subject to modification based on the comments received by interested agencies and the public", as stated on that same document on page S-1.

The needed adjustment to these part of the project is a must have, since when ever there is a traffic accident or similar, Antelope Rd. becomes our best option to beat the traffic jam, and it is the nearest alternate route for the 215 freeway North and South.

Please let's keep in mind that the purpose of the project is to alleviate traffic, not making it worst. ***As a matter of fact, at first, I was very excited*** to hear about the Holland overcrossing project, but now am having second thoughts after reading the Initial Study for the plan regarding that intersection, I feel that eliminating that intersection, would ruin the entire project.

Thank you,

Viviana Melgarejo
29804 Park City Ave.
Menifee, CA 92584
viviswork@gmail.com

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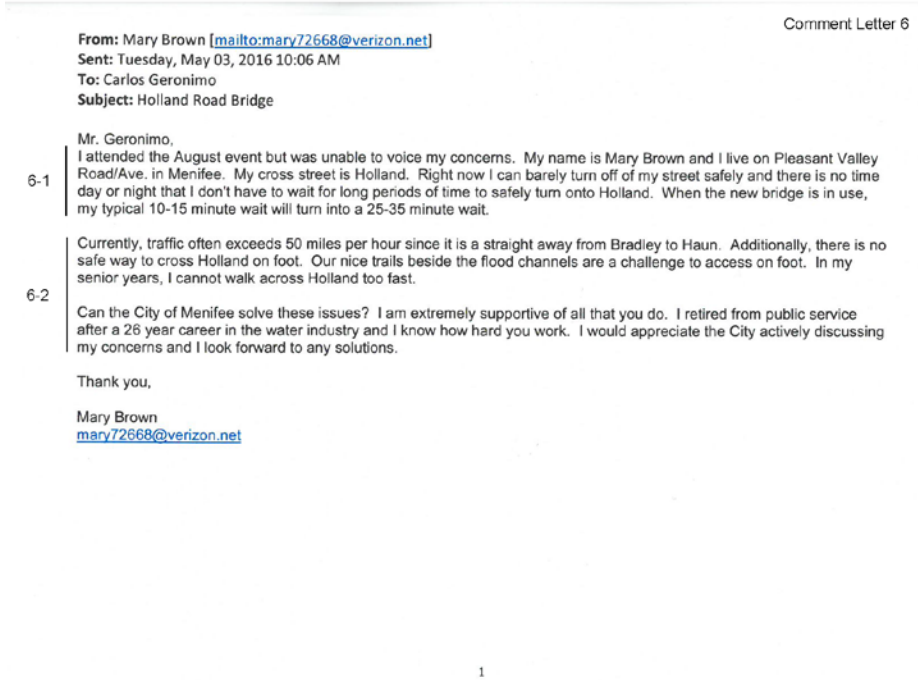
Response to Comment 5-1:

The proposed project would construct a new four-lane overcrossing at Holland Road spanning over Interstate 215 and Antelope Road, as such the current Antelope Road and Holland Road intersection would be replaced with a re-aligned Willowood Way extension to Antelope Road to enable traffic circulation. The text in the ISMND has been clarified to state this. Antelope Road would continue to be accessible as a north-south roadway traveling under the proposed Holland Road overcrossing. Furthermore, with implementation of the proposed Holland Road Overcrossing, Haun Road would also be accessible as a north-south roadway. The objective of the proposed project is to provide the City of Menifee with an additional east-west connection across Interstate 215 to address immediate and future congestion and circulation issues within the City.

1.6 Comment Letter 6 – Mary Brown



Comment Letter 6

From: Mary Brown [mailto:mary72668@verizon.net]
Sent: Tuesday, May 03, 2016 10:06 AM
To: Carlos Geronimo
Subject: Holland Road Bridge

Mr. Geronimo,

6-1 I attended the August event but was unable to voice my concerns. My name is Mary Brown and I live on Pleasant Valley Road/Ave. in Menifee. My cross street is Holland. Right now I can barely turn off of my street safely and there is no time day or night that I don't have to wait for long periods of time to safely turn onto Holland. When the new bridge is in use, my typical 10-15 minute wait will turn into a 25-35 minute wait.

6-2 Currently, traffic often exceeds 50 miles per hour since it is a straight away from Bradley to Haun. Additionally, there is no safe way to cross Holland on foot. Our nice trails beside the flood channels are a challenge to access on foot. In my senior years, I cannot walk across Holland too fast.

Can the City of Menifee solve these issues? I am extremely supportive of all that you do. I retired from public service after a 26 year career in the water industry and I know how hard you work. I would appreciate the City actively discussing my concerns and I look forward to any solutions.

Thank you,

Mary Brown
mary72668@verizon.net

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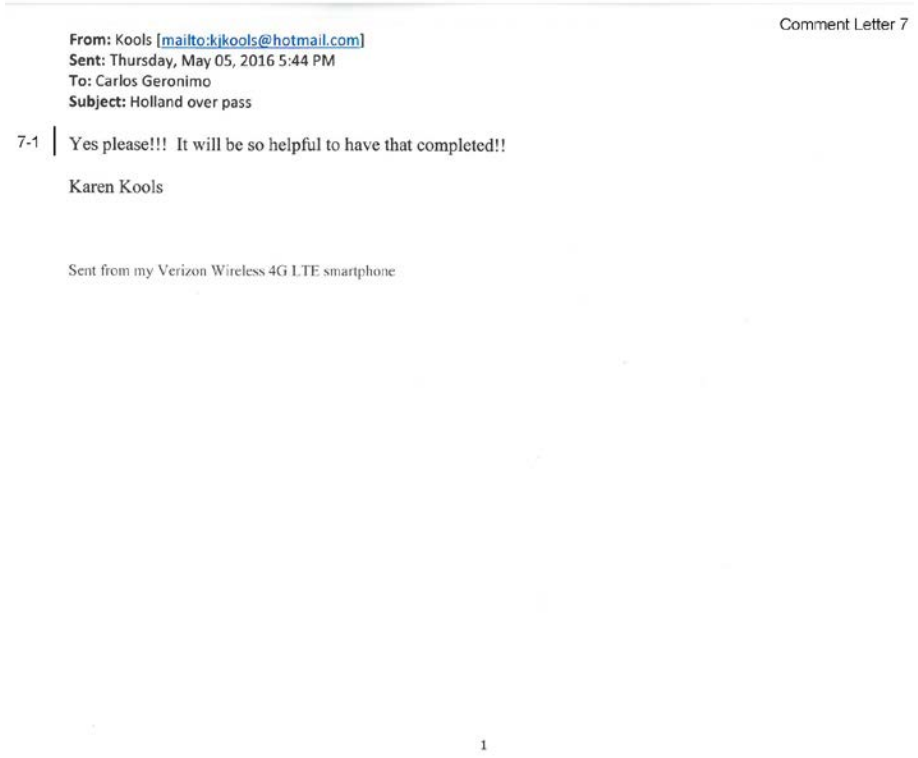
Response to Comment 6-1:

Pleasant Valley Road is located west of the project site and outside of the limits of the project. However, the intersection at Holland Road and Haun Road is planned to be signalized which may result in easier access onto Holland Road.

Response to Comment 6-2:

The current speed limit along Holland Road, in the vicinity of the proposed project, is 50 miles per hour. The proposed Holland Road Overcrossing would not result in an increase in the existing speed limit. Vehicles traveling along Holland Road are currently patrolled by the Riverside County Sheriff's Department and this would continue following implementation of the project. The intersection at Holland Road and Haun Road is planned to be signalized, and as such, pedestrians would be able to utilize the signalized intersection's crosswalk to cross Holland Road at Haun Road.

1.7 Comment Letter 7 – Karen Kools



Comment Letter 7

From: Kools [mailto:kjkools@hotmail.com]
Sent: Thursday, May 05, 2016 5:44 PM
To: Carlos Geronimo
Subject: Holland over pass

7-1 | Yes please!!! It will be so helpful to have that completed!!

Karen Kools

Sent from my Verizon Wireless 4G LTE smartphone

1

Response to Comment 7-1:

Thank you for your comment in support of the project.

1.8 Comment Letter 8 – California Department of Transportation

Comment Letter 8

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

Serious drought
Help save water!

To: CARLOS GERONIMO, PE
Senior Civil Engineer
City of Menifee

Date: May 24, 2016

File: **RIV-215-PM-R17.509**
EA 1F980
PN 0815000087

From: MARK ROBERTS
Office Chief
Intergovernmental Review and Community and Regional Planning

Subject: **Review of Holland Road/Interstate 215 Overcrossing Project Initial Study**

8-1 Our unit has reviewed the above mentioned project and has comments regarding surrounding land use and complete streets design guidance. For the safety and access of cyclists, we recommend the striping of a Class II Bike Lane within the shoulder per Highway Design Manual Topic 302; please review the complete streets design guidance section below for further innovative safety solution recommendations. This recommendation is consistent with the City of Menifee General Plan Circulation Element, Exhibit C4, Proposed Bikeway and Community Pedestrian Network. We also recommend the construction of sidewalks per Highway Design Manual Topic 105.2.

8-2 **Surrounding Land Use:**

A number of land uses and proposed developments within one-mile of the post-mile for this project suggest the potential for active transportation use of the Holland Road/Interstate 215 Overcrossing. These include:

- Menifee Valley Campus Facilities Master Plan (RIV 215 PM R17.303): the Mt. San Jacinto Community College District (District) has proposed an expansion to their current campus. In a September 2015 letter to the District, we recommended the adoption of a campus sustainable transportation plan, specifically noting the proposed Class II bike lanes along Holland Road.
- Rancho Bonito (RIV 215 PM R16.499): a proposed 196-unit apartment complex with commercial building and open space areas. The Holland Road overcrossing would be a logical facility on which to accommodate active transportation trips between Rancho Bonito and the Mt. San Jacinto Community College Menifee Valley Campus.

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Response to Comment 8-1:

The proposed project will be consistent with the City of Menifee General Plan, and the City of Menifee General Plan Proposed Recreational Trails and Class I, II, and III Bike Routes Exhibit OSC-B2. The proposed project is not anticipated to conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities or result in a decrease in the performance or safety of such facilities. Holland Road is designated as a Community On-Street Bike Lane (Class II) through the project area. A Caltrans standard, 8 foot shoulder bike lane will be implemented for the project. Furthermore, the proposed Holland Road Overcrossing will serve a future transit service route connecting the City of Menifee. The proposed project has been planned to be consistent with future public transit and bikeway routes of the City.

Response to Comment 8-2

Holland Road is designated as a Community On-Street Bike Lane (Class II) through the project area. A Caltrans standard 8-foot shoulder bike lane will be implemented and will be denoted as such on the Roadway striping plans. The proposed project has been planned to be consistent with future public transit and bikeway routes of the City.

Carlos Geronimo
May 24, 2016
Page 2

Complete Streets Design Recommendations:

According to Caltrans' Deputy Directive 64 R-2, all Caltrans employees shall "maximize bicycle, pedestrian, and transit safety and mobility through each project's life cycle"[1]. We provide the following comments to address this directive as it pertains to cyclist safety and mobility:

- Bike Lanes: The presence of an 8 foot shoulder should provide space for a Class II Bike Lane, as seen in the Highway Design Manual Figure 302.1A, as a minimum design recommendation. These facilities should be distinct in design from a conventional automobile travel lane to increase the awareness of automobile drivers to the presence of cyclists. We therefore offer the following design guidance alternatives, with Bike Lane signage recommended for all alternatives:

    1. Provision of a buffer space between the automobile lane and Class II Bike Lane, as detailed in the California MUTCD, Section 3D.01. Green paint in conflict zones (as seen on the cover page of Caltrans' Complete Streets Implementation Action Plan 2.0[2]) has also been found to raise automobile driver awareness of cyclists, and provide a more comfortable riding environment for cyclists. This strategy also receives interim approval from MUTCD[3]; please refer to FHWA's website for further research[4]. These two countermeasures together (buffer and green paint) will provide considerable real and perceived safety benefits for cyclists along the corridor.
    2. Consideration of amending the City's General Plan Circulation Element Exhibit C-4 to Class IV Separated Bike Lane (as detailed in Caltrans' Design Information Bulletin 89[5]) guidance for Holland Road. This design strategy includes vertical separation (flexible delineator posts, bollards, planters, or curbs) between the bike lane and automobile travel lanes. In an FHWA study of 17 Class IV Separated Bike Lanes, these facilities have been found to reduce collisions for all road users, reduce bicycle collision rates, and greatly increase bicycle use along a corridor[6].

8-3

Thank you for providing our unit the opportunity to comment on this and future projects. These comments pertain to documents and plans thus far provided for review. Please forward any alterations, or considerations of these comments to our unit for further review.

[1] http://www.dot.ca.gov/hq/tpp/offices/ocp/docs/dd_64_r2.pdf
[2] http://www.dot.ca.gov/hq/tpp/offices/ocp/docs/CSIAP2_rpt.pdf
[3] http://mutcd.fhwa.dot.gov/resources/interim_approval/ia14/
[4] http://mutcd.fhwa.dot.gov/resources/interim_approval/ia14/index.htm
[5] http://www.dot.ca.gov/hq/oppd/dib/dib89.pdf
[6] https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/separated_bikelane_pdg/page20.cfm

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Response to Comment 8-3

Consistent with the City of Menifee General Plan, the proposed Holland Road Overcrossing would accommodate a Community On-Street Bike Lane (Class II) through the project area. Caltrans standard 8-foot shoulder bike lane will be implemented and will be denoted as such on the Roadway striping plans.

1.9 Comment Letter 9 – Pechanga Indian Reservation

Comment Letter 9

PECHANGA INDIAN RESERVATION
Temecula Band of Luiseño Mission Indians

OFFICE OF THE GENERAL COUNSEL
Post Office Box 1477 • Temecula, CA 92593
Telephone (951) 770-6000 Fax (951) 695-7445

General Counsel
Steve Bodmer

Deputy General Counsel
Michele Hannah

Associate General Counsel
Breann Nuruhiwa
Lindsey Fletcher

Of Counsel
Frank Lawrence

May 24, 2016

VIA E-Mail and U.S. Mail

Mr. Carlos E. Geronimo, PE
Senior Civil Engineer
City of Menifee
29714 Haun Road
Menifee, CA 92586

Re: Pechanga Tribe Comments on the Notice of Availability for the Initial Study/Mitigated Negative Declaration for the Holland Road Overcrossing over I215 and Antelope Road, City of Menifee, CA

Dear Mr. Geronimo:

This comment letter is written on behalf of the Pechanga Band of Luiseño Indians (hereinafter, "the Tribe"), a federally-recognized Indian tribe and sovereign government. The Tribe requests to continue to be directly notified of all public hearings and scheduled approvals concerning this Project and we request that these comments be incorporated into the record of approval for this Project.

9-1 The Tribe has reviewed the Initial Study/Mitigated Negative Declaration (IS/MND) for the above named Project and is highly concerned because the document fails to comply with the mandates of AB 52. Importantly, the City released the Project's environmental document without even beginning AB 52 consultation with the Tribe. Contrary to the statements made in the IS/MND, ***the City did not submit an AB 52 letter to the Tribe***. On August 26, 2015, the Tribe, the City and their consultant met and discussed this Project. At that time, the Tribe informed the City that this Project was subject to AB 52 and the City confirmed that no AB 52 letter was sent. During the meeting, the Tribe requested to begin consultation and to participate in drafting the Project mitigation measures, a request that was completely ignored. As a result, the document fails to comply with the mandates of AB 52.

9-2 Both the archaeological study and the IS/MND fail to address "Tribal Cultural Resources" ("TCRs"), a new category of resources covered by CEQA as of July 1, 2015. Further, both documents incorrectly rely on provisions in the CEQA Guidelines regarding the significance of impacts to archaeological and historical resources – when the documents should also be citing to AB 52's updated requirements.

Response to Comment 9-1:

The City of Menifee, consultant, and representatives from the Pechanga Tribe met on August 26, 2015 to discuss the project. A letter requesting AB 52 consultation was mailed to Pechanga Cultural Resources Department in September 2015, however, this letter was apparently not received by the tribe. Upon learning of this, the City of Menifee subsequently scheduled and met with Pechanga representative on May 19, 2016 and had further phone conversations. The City of Menifee continues to be in contact and will continue coordination with the Pechanga Tribe regarding this project. On July 1, 2016 the Pechanga Tribe confirmed, via email, that consultation under AB 52 with regard to the Pechanga Tribe had been satisfied by the City and that no further consultation related to AB 52 is warranted. This has been documented in Section 2.5.1 of the IS/MND.

Response to Comment 9-2:

The archaeological site present near the project area is acknowledged and discussed in the Archaeological Survey Report (ASR) and IS/MND and is described as a "notable prehistoric village". However, the proposed project is more than 0.25 mile away from the edge of this complex of sites, and these prehistoric resources will not be impacted by the proposed project.

The City of Menifee, consultant, and representatives from the Pechanga Tribe met on August 26, 2015 to discuss the project. A letter requesting AB 52 consultation was mailed to Pechanga Cultural Resources Department in

Pursuant to Public Resources Code §21074, a TCR is determined by one of three methods, none of which are discussed in either the archaeological report or the IS/MND. Further, the amended law requires the agency to determine the tribal values of the potential TCR. The tribal values of a TCR can only come from the tribal community who claims such value and thus, the only source of this information is the Tribe itself. ***The City has been aware of the cultural sensitivity of the Project area since August 2015.*** The Tribe informed the City that the Project is within the village known as *Táawila*, a Traditional Cultural Landscape (which is considered a TCR under AB 52). Yet, the City completely disregarded this information in the IS/MND.

9-2 cont. Moreover, the Project archaeologist has been aware of this information since June 2015, well before the final report was completed, and yet the Tribe's comments were not provided in the documents nor were they even acknowledged as received. Further, the archaeologist is simply unqualified to provide the tribal values and information with respect to a TCR because the values are inherent to the Tribe. The California legislature adopted AB 52 to combat the long-standing failure to acknowledge and use tribal expertise and information in determining the nature of the resources that may be impacted, what those impacts may be, and how to avoid or minimize such impacts. Thus, the IS/MND is ***fatally flawed*** in that it completely fails to provide any analysis under AB 52, and further, fails to even provide a reference to the new law. Further, the document is flawed in that consultation did not occur with respect to the environmental document to be prepared, how to fold in the tribal values to the assessment and appropriate avoidance and/or mitigation measures. The consultation provisions of AB 52 are not discretionary or a suggestion; they are a *mandate* by the state legislature.

In order to ensure that the final environmental document is not subject to challenge, the City must require the report to be updated to properly comply with AB 52. This is required even if it is ultimately determined that no TCRs are present, as defined in the law. To wit, Public Resources Code §21082.3(d) states, "…the lead agency may…adopt a mitigated negative declaration for a project with a significant impact on an identified tribal cultural resources ***only*** if one of the following occurs:

9-3
(1) The consultation process…has occurred…and concluded.
(2) The…tribe…has failed to provide comments to the lead agency, or otherwise failed to engage, in the consultation process.
(3) The lead agency complied with subdivision (d) of Section 21080.3.1 and the…tribe has failed to request consultation within 30 days.

(Emphasis Added.)

In this instance, neither of these three situations has occurred. The City did not consult with the Tribe; the Tribe notified the City of AB 52's application in August 2015 and provided comments on the TCRs that may be impacted and the City still failed to provide an AB 52 notice

September 2015, however, this letter was apparently not received by the tribe. Upon learning of this, the City of Menifee subsequently scheduled and met with Pechanga representative on May 19, 2016 and had further phone discussions. These meetings included discussions related to the project and to identify tribal cultural resources that are of importance to the Pechanga Tribe. A discussion related to Taawila as a Tribal Cultural Resource under AB 52 has been added in Section 2.5.1 of the IS/MND. In addition, this section of the IS/MND has been updated to document the AB 52 consultation that has occurred for the project. As part of the AB 52 consultation no additional Tribal Cultural Resources, as defined under AB 52, were identified within or adjacent to the project by the Pechanga Tribe and this is also discussed in Section 2.5.1 of the IS/MND.

Response to Comment 9-3:
Refer to Response to Comment 9-1.

Response to Comment 9-4:
Refer to Response to Comment 9-2.

Response to Comment 9-5:
The ASR and IS/MND discuss the prehistoric village complex as encompassing a midden, petroglyphs, cupule boulders, artifacts, and bedrock milling features as being recorded within one mile of the proposed project site. However, these prehistoric resources will not be impacted by the proposed project as the prehistoric resources are more than 0.25 mile away. However, Measures **CR-1** through **CR-5**, which include the measures requested by the Pechanga Tribe, have been included in the IS/MND

9-3 cont. or otherwise consult with the Tribe; and the Tribe did request consultation, even though the City had failed to properly provide notice as required by law. As such, the City cannot adopt the MND as drafted because of the above-cited failures. Before the MND can be adopted, the City must provide proper notice under AB 52 and engage in meaningful consultation with Pechanga regarding the presence of TCRs, impacts thereto and avoidance or mitigation thereof. Additional requests are provided below.

PECHANGA CULTURAL AFFILIATION TO PROJECT AREA

As you are aware, the Tribe asserts that the Project area is within the central portion of Luiseño, and therefore the Tribe's, aboriginal territory as evidenced by the existence of Luiseño place names and Traditional Cultural Landscapes (TCLs), *tóota yixélval* (rock art, pictographs, petroglyphs), and extensive TCRs in the vicinity of the Project. This culturally sensitive area is affiliated with the Tribe because of the Tribe's cultural ties to this area and our history of working on projects within the City of Menifee for several decades.

9-4 The Tribe's knowledge of our ancestral boundaries is based on reliable information passed down to us from our elders; published academic works in the areas of anthropology, history and ethno-history; and through recorded ethnographic and linguistic accounts. Of the many anthropologists and historians who have presented boundaries of the Luiseño traditional territory, few have excluded the Menifee area from their descriptions (Sparkman 1908; Kroeber 1925; White 1963; Harvey 1974; Smith and Freers 1994), and such territory descriptions correspond almost identically with that communicated to the Pechanga people by our elders. While historic accounts and anthropological and linguistic theories are important in determining traditional Luiseño territory, the most critical sources of information used to define our traditional territories are our songs, creation accounts, and oral traditions.

The Tribe has a specific legal and cultural interest in this Project as the Tribe is culturally affiliated with the geographic area that comprises the Project property and is the closest affiliated tribe to the Property. The Tribe has specific knowledge of cultural resources and sacred places near the proposed Project which we have shared with the City on previous occasions on this and other projects.

The Tribe welcomes the opportunity to meet with the City and its consultants to further explain and provide documentation concerning our specific cultural affiliation to lands within your jurisdiction, if so desired.

REQUESTED TRIBAL INVOLVEMENT AND MITIGATION

9-5 The Tribe is not opposed to this Project; however, we are opposed to any direct, indirect and cumulative impacts this Project may have to TCRs. The Tribe is concerned about both the protection of unique and irreplaceable cultural resources, such as Luiseño village sites, sacred sites, TCLs and TCRs which would be displaced by ground disturbing work on the Project, and

and will be implemented to minimize impacts if unanticipated cultural resources discoveries occur during construction.

Response to Comment 9-6:
The City of Menifee, consultant, and representatives from the Pechanga Tribe met on August 26, 2015 to discuss the project. A letter requesting AB 52 consultation was mailed to Pechanga Cultural Resources Department in September 2015, however, this letter was apparently not received by the tribe. Upon learning of this, the City of Menifee subsequently scheduled and met with Pechanga representative on May 19, 2016 and had further phone discussions. Since the August 2015 coordination meeting, the City of Menifee has provided the ASR Report, Project Engineering Plans/Plan sets to the Pechanga Tribe for review. Furthermore, the ASR prepared for the proposed project included literature and records searches at the Eastern Information Center at the University of California, Riverside and field investigations. In addition, the Native American Heritage Commission (NAHC) was contacted for information on cultural resources in the project area. The NAHC indicated that a search of their Sacred Lands Database did not yield any sacred lands or traditional cultural properties within the proposed project area. The results of the records search indicated that 22 surveys have been conducted within a one mile radius of the project area, and four of these investigated a portion of the project area. The previous investigations identified 12 sites within a one mile buffer, however, no previously recorded sites were identified within the proposed project area. A prehistoric village complex, known as the

on the proper and lawful treatment of cultural items, Native American human remains and sacred items likely to be discovered in the course of the work.

As we have previously informed the City and its consultants, the proposed Project is located in a sensitive region of Luiseño territory and the Tribe believes that the possibility for recovering subsurface resources during ground-disturbing activities is high. The Tribe has over thirty-five (35) years of experience in working with various types of construction projects throughout its territory. The combination of this knowledge and experience, along with the knowledge of the culturally-sensitive areas and oral tradition, is what the Tribe relies on to make fairly accurate predictions regarding the likelihood of subsurface resources in a particular location.

9-5 cont.

As stated above, the IS/MND is fatally flawed. Although the IS/MND states that the Tribe was mailed a formal AB 52 letter, the City has confessed to the Tribe since the release of the document for public review that the IS/MND is inaccurate – ***the AB 52 letter was never submitted to the Tribe***. Pechanga representatives met with the City and its consultants on August 26, 2015, not September 10, 2015 as the IS/MND states; however, it was not under the auspices of AB 52 because the City admitted at that meeting that they had not submitted a formal AB 52 request to the Tribe.

During the August 26th meeting, the Tribe also requested additional consultations, Project plan review, monitoring of the geotech borings and mass grading. The only request the City followed up on was the submittal of the archaeological report. While the Tribe submitted a response to the archaeological report outlining the significance of the area a full month prior to the final date on the report, this too was ignored and not included in either the archaeological report or the IS/MND. No communication from the City or the consultant was received by the Tribe prior to submitting the documents for public review. The Tribe cannot help but conclude that ***it was intentionally left out of the Project review process***, which is especially disconcerting as we have a caretaker that watches over *Táawila,* and Pechanga has been named Most Likely Descendant for human remains that were identified less than ½ mile from the Project area.

9-6

Based on the sensitivity of the Project area, of which the City is well aware as it is clearly described in the City's General Plan, the Tribe is disappointed that it was ignored and left out of the AB 52 process (a process which is designed to prevent exactly this situation). Although the surface of the Project area has been disturbed, the potential to impact subsurface resources, including human remains, is extremely high. In addition to rewriting the Cultural Resources section of the IS/MND to include an analysis of TCRs (which, necessarily, requires the Tribe's involvement to incorporate the tribal values of the resources), we request that the below measures/conditions of approval be incorporated into the final MND and any other final environmental documents approved by the City (underlines are additions; strikeouts are deletions):

Christensen-Webb Site (referred to by the Pechanga Tribe as *Táawila*) has been recorded within one mile of the proposed project. This prehistoric site will not be impacted by the proposed project as the prehistoric resources are located more than 0.25 mile from the anticipated project limits of disturbance. New measures **CR-3** "Archaeologist Retained", **CR-4** "Native American Monitoring (Pechanga)" and **CR-5** "Non-disclosure of Location Reburials" have been added to Section 2.5.2 of the IS/MND. Furthermore, measures **CR-1** and **CR-2** in Section 2.5.2 of the IS/MND address the unanticipated discovery of human remains and cultural resources. The Cultural Resources section of the IS/MND has been revised and updated with information on AB 52, TCR's, and the new measures.

1. **Human Remains.** If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Human remains from other ethnic/cultural groups with recognized historical associations to the project area shall also be subject to consultation between appropriate representatives from that group and the Community Development Director.

9-6 cont.

2. **Inadvertent Archeological Find.** If during ground disturbance activities, unique cultural resources are discovered that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Unique cultural resources are defined, for this condition only, as being multiple artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the Pechanga Band of Luiseño Indians ~~Native American Tribe(s).~~

   i. All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the Pechanga tribal representative(s) and the Community Development Director to discuss the significance of the find.
   ii. At the meeting, the significance of the discoveries shall be discussed and after consultation with the Pechanga tribal representative(s) and the archaeologist, a decision shall be made, with the concurrence of the Community Development Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.
   iii. Grading of further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation.
   iv. Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Treatment and Monitoring Agreements entered into with the ~~appropriate~~ Pechanga tribes. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity.

v. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and cultural resources. If the landowner and the Tribe~~(s)~~ cannot agree on the significance or the mitigation for the archaeological or cultural resources, these issues will be presented to the City Community Development Director for decision. The City Community Development Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources, recommendations of the project archeologist and shall take into account the cultural and religious principles and practices of the Pechanga Tribe. Notwithstanding any other rights available under the law, the decision of the City Community Development Director shall be appealable to the City Planning Commission and/or City Council."

3. **Archaeologist Retained:** Prior to issuance of a grading permit the project applicant shall retain a Riverside County qualified archaeologist to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources.

The Project Archaeologist and the representative(s) from the Pechanga Tribe shall be included in the pre-grade meetings to provide cultural/historical sensitivity training including the establishment of set guidelines for ground disturbance in sensitive areas with the grading contractors. The Project Archaeologist and the Pechanga Tribal representative(s) shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Project Archaeologist and the Pechanga Tribal representative(s), shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with any required special interest or tribal monitors.

9-6 cont.

The developer/permit holder shall submit a fully executed copy of the contract to the Community Development Department to ensure compliance with this condition of approval. Upon verification, the Community Development Department shall clear this condition.

Any newly discovered cultural resources shall be subject to an evaluation, in consultation with the Pechanga Tribe and which will require the development of a treatment plan and monitoring agreement for the newly discovered resources.

4 **Native American Monitoring (Pechanga):** Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Pechanga Band of Luiseño Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-

mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Community Development Department and to the Engineering Department. The Native American Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.

The Developer shall relinquish ownership of all cultural resources, including all archaeological artifacts that are of Native American origin, found in the project area for proper treatment and disposition to a curational facility that meets or exceeds Federal Curation Standards outlined in 36 C.F.R. 79. The Applicant/Permittee shall be responsible for all curation costs.

9-6 cont.

5 **Non-Disclosure of Location Reburials:** It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r)., parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).

The Pechanga Tribe looks forward to continuing to work together with the City of Menifee in protecting the invaluable Pechanga TCRs found in the Project area. Please contact me at 951-770-6179 or mhannah@pechanga-nsn.gov once you have had a chance to review these comments if you have any comments or concerns. Thank you for continuing to partner with the Pechanga Band to preserve and protect our sensitive cultural heritage.

Sincerely,

Michele Hannah

Michele Hannah
Deputy General Counsel

cc: Pechanga Cultural Resources Department
Jonathan Smith, Director of Public Works
Lisa Gordon, Planning Manager

Appendix E – Public Notice

Notice of Intent to Adopt a Mitigated Negative Declaration

Holland Road/Interstate 215 Overcrossing Project

Project Title: Holland Road/Interstate 215 Overcrossing Project

Project Location:
The proposed Holland Road/Interstate 215 (I-215) Overcrossing project is located along Holland Road from Haun Road to Hanover Lane within the limits of the City of Menifee, in Riverside County. Elevation ranges from approximately 1,430 feet above mean sea level (msl) to approximately 1,460 feet msl. Temporary construction laydown areas are proposed at the north and south portion of Holland Road at Haun Road.

Project Description:
The City of Menifee is proposing to construct a new overcrossing at Holland Road over I-215. The proposed project will construct a new four-lane overcrossing at Holland Road that will span the I-215 freeway and Antelope Road within the limits of the City of Menifee. The project site crosses I-215 with residential development to the east, and undeveloped land to the northwest with industrial/storage uses to the southwest. Additionally, the proposed project includes realigning Willowood Way, re-striping Hanover Lane and Albion Lane, and constructing an access road for existing businesses on the west side of I-215, as well as providing and relocating essential utilities. A temporary construction laydown area is also proposed at the north and south portion of Holland Road at Haun Road.

The objective of the proposed project is to provide the much needed additional east-west connection across I-215. There are currently east-west connections at Newport Road, north of Holland Road and at Scott Road to the south, however, the on-and off-ramps for both crossings with I-215, experience frequent delays as a result of vehicles attempting to access I-215 mixing with vehicles passing through the interchange. The project is needed by the City of Menifee to address immediate and projected congestion and circulation issues.

The project is being funded by the City with no federal funding involved.

Public Review Period:
The City of Menifee has prepared a Draft Initial Study with Proposed Mitigated Negative Declaration (Draft IS/MND), to evaluate the short-term and long-term environmental effects of the proposed project. Based on this evaluation, the City has determined that the project would not result in significant environmental impacts and as such, intends to adopt a Mitigated Negative Declaration. **The Public Review Period for the Draft IS/MND will commence on April 25, 2016 and end on May 24, 2016.**

During the review period, comments concerning the project and analysis in the Draft IS/MND may be submitted to:

Carlos E. Geronimo, PE
City of Menifee Senior Civil Engineer
29714 Haun Road
Menifee, CA 92586
cgeronimo@cityofmenifee.us

Availability of the Draft IS/MND:
The Draft IS/MND is available for public review at the following locations:

- City of Menifee City Hall, Front Counter – 29714 Haun Road, Menifee, CA 92586
- Paloma Valley Library – 31375 Bradley Road, Menifee, CA 92584
- Sun City Library – 26982 Cherry Hills, Menifee, CA 92586

The Draft IS/MND will also be available on the City's website at:
http://ca-menifee2.civicplus.com/Archive.aspx?AMID=43

Hazardous Materials Sites: The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (California Department of Toxic Substances Control list of various hazardous sites).

THE PRESS-ENTERPRISE

1825 Chicago Ave, Suite 100
Riverside, CA 92507
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PROOF OF PUBLICATION OF

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04/25/2016

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At: Riverside, California

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Notice of Intent to Adopt a Mitigated Negative Declaration Holland Road/Interstate 215 Overcrossing Project...

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Category: Legal & Public Notices

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