

Draft Environmental Impact Report

Compass Northern Gateway

SCH No. 2023010225

Lead Agency



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ES EXECUTIVE SUMMARY

ES.1 Introduction

The environmental impact report (EIR) process, as defined by the California Environmental Quality Act (CEQA), requires the preparation of an objective, full-disclosure document in order to (1) inform agency decisionmakers and the general public of the direct and indirect potentially significant environmental effects of a proposed action; (2) identify feasible or potentially feasible mitigation measures to reduce or eliminate potentially significant adverse environmental impacts; and (3) identify and evaluate reasonable alternatives to a project. In accordance with State CEQA Guidelines § 15168 (Title 14 of the California Code of Regulations [CCR]), this Draft EIR (State Clearinghouse No. 2022120083) that has been prepared for the Compass Northern Gateway (Project) and for the City of Menifee (City).

CEQA requires that projects subject to approval by a public agency of the State of California, and that are not otherwise exempt or excluded, undergo an environmental review process to identify and evaluate potential impacts. CEQA Guidelines § 15050 states that environmental review shall be conducted by the Lead Agency, defined in CEQA Guidelines § 15367 as the public agency with principal responsibility for approving a project. The Project is subject to approval actions by the City, which is, therefore the Lead Agency for CEQA purposes. In accordance with CEQA Guidelines § 15123, this section of the Draft EIR provides a brief description of the Project; identifies significant effects and proposed mitigation measures or alternatives that would reduce or avoid those effects; and describes areas of controversy and issues to be resolved.

This Draft EIR serves as a “Project EIR” as defined in § 15161 of the CEQA Guidelines related to the construction and operation of the Project site. The Draft EIR considers the environmental impacts of the Project, as well as the additive effects of growth throughout the County, neighboring areas, and the City. These latter impacts are referred to as cumulative impacts. The Draft EIR also evaluates a range of potential feasible alternatives anticipated to reduce significant impacts of the Project including the No Project Alternative, and Reduced Building Intensity Alternative. This Draft EIR has been prepared for the City, pursuant to the requirements of CEQA.

Pursuant to CEQA Guidelines 15082, the City circulated a Notice of Preparation (NOP) advising public agencies, special districts, and members of the public who had requested such notice that an EIR for the Project was being prepared. The NOP was distributed on January 13, 2023 to solicit comments related to the implementation of the Project. The NOP was circulated with a minimum 30-day public review period ending on February 12, 2023. This process and the comments submitted in response to the NOP is discussed in **Section 1:0: Introduction**, and **Section ES.6: Areas of Controversy**, below.

After receiving public comments on the NOP, the Project was analyzed for its potential to result in environmental impacts. Impacts were evaluated in accordance with the significance criteria presented in CEQA Guidelines Appendix G, “Environmental Checklist Form.”. The criteria in the Environmental Checklist Form (checklist), was used to determine if the Project would result in, “no impact,” “less than significant impact,” “less than significant impact with mitigation measures,” or “potentially significant impact” to a

particular environmental resource. In some instances, a project may use the checklist to provide an initial discussion of a project and to screen out certain topics from a full discussion in the Draft EIR. This Draft EIR discusses all environmental resources in CEQA Guidelines, Appendix G. A table listing the significant Project impacts and any associated mitigation measures is included at the end of this summary in **Table ES-1: Summary of Impacts and Proposed Mitigation Measures**.

This Draft EIR describes the existing environmental resources on the Project Sites and in the vicinity of the Project Sites, analyzes potential impacts on those resources that would or could occur upon initiation of the Project, and identifies mitigation measures that could avoid or reduce the magnitude of those impacts determined to be significant. The environmental impacts evaluated in this Draft EIR concern several subject areas, including aesthetics, air quality, biological resources, cultural resources, energy/energy conservation, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, public services, transportation, tribal cultural resources, and utilities and service systems. As noted in the preceding paragraph, public comment was received during the NOP process and included written letters provided to the City. In addition to the list of the summary of comments below, a copy of the letters with the NOP is provided in **Appendix A** to this Draft EIR. The comments were used, as intended, to help inform the discussion of this Draft EIR and help determine the scope and framework of certain topical discussions.

The Draft EIR will be subject to further review and comment by the public, as well as responsible agencies and other interested jurisdictions, agencies, and organizations for a period of 45 days.

Following the public review period, written responses to all comments received on the Draft EIR will be prepared. Those written responses, and any other necessary changes to the Draft EIR, will constitute the Final EIR and will be submitted to the City of Menifee Planning Commission for their consideration. If the City finds that the Final EIR is “adequate and complete” in accordance with the CEQA Guidelines, the City may certify the EIR. The City of Menifee Planning Commission would also consider the adoption of Findings of Fact pertaining to the EIR, specific mitigation measures, a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Plan (MMRP). Upon review and consideration of the Final EIR, the hearing body would take action concerning the Project.

Regarding the MMRP, CEQA Guidelines § 15097 requires public agencies to set up monitoring and reporting programs to ensure compliance with mitigation measures, which are adopted or made as a condition of project approval and designed to mitigate or avoid the significant environmental effects identified in environmental impact reports. A MMRP incorporating the mitigation measures set forth in this EIR will be considered and acted upon by the City decision-makers concurrent with adoption of the findings of this EIR and prior to approval of the Project.

ES.2 Project Overview

The Project is composed of three detached sites referred to “Project Site 1,” “Project Site 2,” and “Project Site 3,” but when not referring to each site separately, these three sites will be referred to hereafter as the “Project” or “Project Sites.” Since the release of the NOP, the Project’s design has changed. More specifically, APN 330-180-029 was removed from Project Site 1, and thus reduced the total proposed

buildings from three to two, totaling 234,921 square feet (SF) on the site. However, to be conservative, this Draft EIR (where applicable) analyzes the previous square footage of 265,821 SF between three buildings.

Project Location

Project Site 1 (Corsica Lane) DEV2022-010

Project Site 1 related improvements would occur on three separate accessor parcel numbers (APN: 330-180-010, -046, and -006) within the City of Menifee, County of Riverside. Project Site 1 is bisected by Corsica Lane and generally bounded by a Southern California Edison (SCE) public utility corridor and McLaughlin Road to the south; single-family residential uses, Aaron Alan Drive, and Ruffian Road to the north; Goetz Road with single family residences beyond to the west; and Wheat Street to the east. Refer to **Exhibit 2-2: Local Vicinity Map** in **Section 2.0, Project Description**.

Project Site 2 (Wheat Street) DEV2022-012

Project Site 2 related improvements would occur on one parcel (APN: 330-180-012) or more specifically at 26201 Wheat Street in the City of Menifee, County of Riverside, State of California. Project Site 2 is generally bounded by single-family residences to the south; vacant land and Ethanac Road to the north; single family residences and Ruffian Road to the west; and Wheat Street to the east. Refer to **Exhibit 2-2: Local Vicinity Map** in **Section 2.0, Project Description**.

Project Site 3 (Evans Road) DEV2022-018

Project Site 3 related improvements would occur on one parcel (APN: 331-060-018) southeast of the intersection of Ethanac Road and Evans Road in the City of Menifee, County of Riverside, State of California. Project Site 3 is generally bounded by vacant land to the south; Ethanac Road and the City of Perris to the north; vacant land, a Riverside County flood control channel, and Barnett Road to the east; and Evans Road and a single-family residence to the west. Refer to **Exhibit 2-2: Local Vicinity Map** in **Section 2.0: Project Description**.

ES.3 Project Description

The Project proposes the development of approximately 461,237 square feet (SF) of industrial warehousing within four buildings on three separate sites, totaling 25.90 total gross-acres. Project Sites 1 through 3 also include associated facilities and improvements which includes loading dock doors, on-site landscaping, and related on-site and off-site improvements (roadway improvements, sewer, storm drain, utilities). The Project also includes various discretionary approvals including plot plans (PLN22-0058, -0100, and -0187) and a tentative parcel map (PLN22-0060) approval. These actions are described in greater detail in EIR **Section 2.0: Project Description**. Project background and objectives are also discussed in **Section 2.0**.

ES.4 Significant Unavoidable Impacts

The Project's potentially significant impacts are discussed in **Section 4.1: Aesthetics** through **Section 4.15:**

Utilities and Service Systems of this Draft EIR. As noted in these sections, most of the potentially significant impacts can be mitigated to a less than significant level through implementation of Project design features, standard conditions, and feasible mitigation measures. There are unavoidable significant impacts associated with Greenhouse Gas (GHG) Emissions.

- Greenhouse Gas Emissions
 - Despite consistency with the City’s General Plan, California Air Resources Board’s 2022 Scoping Plan, and Southern California Association of Government’s Connect SoCal, incorporation of all feasible mitigation measures and compliance with all applicable local, state, or federal regulations or laws, the Project’s operational mitigated mobile source emissions would continue to exceed the SCAQMD MTCO_{2e} threshold.

ES.5 Alternatives to the Project

State CEQA Guidelines § 15126.6(a) requires a Draft EIR to “describe the range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but will avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives.” In response to the potentially significant impacts that were identified, the EIR includes the following alternatives for consideration by decision-makers upon action related to the Project:

Alternative 1: No Project Alternative

The purpose of describing and analyzing a No Project Alternative is to allow decision-makers the ability to compare the impacts of approving the Project with impacts without the Project. The No Project Alternative is required to discuss the existing conditions (at the time the NOP was published on January 13, 2023), as well as what would be reasonably expected to occur in the foreseeable future, if the Project were not approved, based on current plans and consistent with available infrastructure and services.

Under the No Project Alternative, the following would occur:

- The Project would not improve the three sites with proposed warehouse buildings, and associated infrastructure improvements, and the Project Sites would remain undeveloped.

Alternative 2: Reduced Building Intensity Alternative

This Alternative assumes a general 15 percent reduction in overall square feet of the proposed warehouse space within four buildings on the three separate sites, The Project would be reduced by approximately 69,186 SF of warehousing. This indicates that Alternative 3 would marginally minimize impacts related to the scale of the Project. Therefore, environmental impact areas such as land use and planning, energy, public services, and utilities and service systems may see a nominal improvement regarding potential impact significance. Additionally, Alternative 2 would reduce air quality and GHG emissions and traffic by approximately 15 percent.

Environmentally Superior Alternative

State CEQA Guidelines requires that an Environmentally Superior Alternative be identified; that is, an alternative that would result in the fewest or least significant environmental impacts. The No Project Alternative is the Environmentally Superior Alternative because it would avoid many of the proposed Project's impacts. If the No Project Alternative is the environmentally superior Alternative, CEQA Guidelines § 15126.6(e)(2) requires that another alternative that could feasibly attain most of the Project's basic objectives be chosen as the Environmentally Superior Alternative. Based on the analysis conducted in **Section 6.0: Alternatives**, Alternative 2 was chosen as the Environmentally Superior Alternative. These alternatives are further discussed in **Section 6.0**.

ES.6 Areas of Controversy

State CEQA Guidelines §15123 (b)(2) and (3) require that this section of the Project EIR identify areas of controversy known to the Lead Agency, issues raised by agencies and the public, and issues to be resolved, including the choice among alternatives and whether, or how to, mitigate the significant effects. The following issues of concern have been identified during the review period of the distribution of the Notice of Preparation (NOP) and public meetings:

- Potential development next to residential land uses.
- Comprehensiveness of the Draft EIR.
- Health Risk Assessment of all potential health risks from Project-related diesel emissions sources and cumulative cancer risk impact on nearby residential unit(s). (Draft EIR **Section 4.3: Air Quality** and **Section 4.8: Greenhouse Gas Emissions**)
- Potential impacts to Aesthetics. (Draft EIR **Section 4.1: Aesthetics**)
- Potential impacts to Air Quality. (Draft EIR **Section 4.2: Air Quality**)
- Mitigation of adverse air quality impacts beyond what is minimally required. (Draft EIR **Section 4.2: Air Quality**)
- Potential impacts to GHG emissions. (Draft EIR **Section 4.7: Greenhouse Gas Emissions**)
- Potential impacts to storm drain facilities. (Draft EIR **Section 4.9: Hydrology and Water Quality**)
- Potential impacts to noise generated by traffic (Draft EIR **Section 4.11: Noise** and **Section 4.13: Transportation**)
- Potential impacts to public safety and emergency access (Draft EIR **Section 4.12: Public Services**)
- Potential impacts to traffic circulation and vehicle miles traveled. (Draft EIR **Section 4.13: Transportation**)
- Hydrology/flooding issues (Draft EIR Section 4.9: Hydrology and Water Quality).
- The aforementioned issues have been considered in this Draft EIR, where applicable, in **Sections 4.1: Aesthetics** through **4.15: Utilities and Service Systems**. However, despite the incorporation of Project Design Features, Standard Conditions of Approval, and feasible mitigation measures, significant and unavoidable impacts concerning greenhouse gas emissions remain.

ES.7 Significant Environmental Impacts

The following **Table ES-1: Summary of Impacts and Proposed Mitigation Measures** provides a summary of impacts and proposed mitigation measures associated with the Project as identified in this Draft EIR. Refer to **Sections 4.1** through **4.15**, for a detailed description of the environmental impacts and mitigation measures for the Project. As noted above, all impacts of the Project can be mitigated to less than significant levels with the exception of greenhouse gas emissions.

Table ES-1: Summary of Impacts and Proposed Mitigation Measures

Resource Impact	Level of Significance	Mitigation Measure(s)	Level of Significance after Mitigation Implemented
Section 4.1, Aesthetics			
Impact 4.1-1: Would the Project have a substantial adverse effect on a scenic vista?	Less than Significant	No mitigation is required.	N/A
Impact 4.1-2: Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact	No mitigation is required.	N/A
Impact 4.1-3: In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Less than Significant	No mitigation is required.	N/A
Impact 4.1-4: Would the Project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	Less than Significant	No mitigation is required.	N/A
Section 4.2, Air Quality			
Impact 4.2-1: Would the Project, conflict with or obstruct implementation of the applicable air quality plan?	Potentially Significant	Refer to MMs AQ-1 through AQ-5 below.	Less than Significant with Mitigation Incorporated
Impact 4.2-2: Would the Project, 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?	Potentially Significant	See MM GHG-6 in Section 4.7 Greenhouse Gas Emissions below. MM AQ-1: Prior to the issuance of grading or building permits, the City Engineer shall confirm that the Grading Plan, Building Plans and Specifications require all construction contractors to incorporate the following measures to minimize construction emissions. These features shall be included in applicable bid documents and included on the grading plans.	Less than Significant with Mitigation Incorporated

Resource Impact	Level of Significance	Mitigation Measure(s)	Level of Significance after Mitigation Implemented
		<ul style="list-style-type: none"> • All off-road diesel-powered construction equipment greater than 50 horsepower meets California Air Resources Board Tier 4 Final off-road emissions standards or incorporate CARB Level 3 Verified Diesel Emission Control Strategy (VDECS). Requirements for Tier 4 Final equipment and the option for Level 3 VDECS shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. A copy of each unit's Best Available Control Technology (BACT) documentation (certified tier specification or model year specification), and CARB or SCAQMD operating permit (if applicable) shall be provided to the City at the time of mobilization of each applicable unit of equipment. This equipment shall be used when commercial models that meet the construction needs of the proposed Project are commercially available from local suppliers/vendors. The determination of commercial availability of such equipment shall be made by the City, based on applicant-provided evidence from expert sources, such as construction contractors in the region. • Construction equipment shall be properly maintained according to manufacturer specifications. • All diesel-powered construction equipment, delivery vehicles, and delivery trucks shall be turned off when not in use. On-site idling shall be limited to three minutes in any one hour. • Construction on-road haul trucks shall be model year 2010 or newer if diesel-fueled. • Information on ridesharing programs shall be made available to construction employees. • During construction, lunch options shall be provided on-site. • A publicly visible sign shall be posted with the telephone number and person to contact regarding dust complaints per SCAQMD Standards. • All construction contractors shall be provided information on the South Coast 	

Resource Impact	Level of Significance	Mitigation Measure(s)	Level of Significance after Mitigation Implemented
		<p>Air Quality Management District Surplus Off-road Opt-In “SOON” funds which provides funds to accelerate cleanup of off-road diesel vehicles.</p> <ul style="list-style-type: none"> • The Project shall demonstrate compliance with SCAQMD Rule 403 concerning fugitive dust and provide appropriate documentation to the City of Menifee. • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, unpaved access roads) shall be watered two times per day. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • All visible mud or dirt track-out onto adjacent public roads shall be removed using wet-power vacuum street sweepers at least once per day. The use of dry-power sweeping shall be prohibited. • All vehicle speeds on unpaved roads, driveways, or driving surfaces shall be limited to 15 mph. • All off-site access roads shall either be stabilized using a chemical dust suppressant or paved prior to the grading phase of construction. • Building pads shall be laid as soon as possible after grading, unless seeding or soil binders are used. • A publicly visible sign shall be posted with the telephone number and the name of the person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of the SCAQMD shall also be visible to ensure compliance. <p>MM AQ-2: The Project applicant shall be required to use paints, architectural coatings, and industrial maintenance coatings that have volatile organic compound levels of less than 10 g/L. All specifications, plans, and/or details necessary to verify compliance shall be included in the Project's applicable construction drawings. Prior to issuance of a building permit, the City of Menifee Building</p>	

Resource Impact	Level of Significance	Mitigation Measure(s)	Level of Significance after Mitigation Implemented
		<p>and Safety Department shall confirm that plans include the following specifications:</p> <ul style="list-style-type: none"> ▪ All architectural coatings will be super-compliant low VOC paints. • Recycle leftover paint. Take any leftover paint to a household hazardous waste center; do not mix leftover water-based and oil-based paints. • Keep lids closed on all paint containers when not in use to prevent VOC emissions and excessive odors. • For water-based paints, clean up with water only. Whenever possible, do not rinse the cleanup water down the drain or pour it directly into the ground or the storm drain. Set aside the can of cleanup water and take it to the hazardous waste center (www.cleanup.org). • Use compliant low-VOC cleaning solvents to clean paint application equipment. • Keep all paint- and solvent-laden rags in sealed containers to prevent VOC emissions. • Contractors shall construct/build with materials that do not require painting and use pre-painted construction materials to the extent practicable. • Use high-pressure/low-volume paint applicators with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency. <p>MM AQ-3: The Project's contractors shall be prohibited from idling heavy equipment for more than three minutes and prohibited from being in the "on" position for more than 10 hours per day. The Project's general contractor shall designate an officer to monitor the construction equipment operators on-site for compliance.</p> <p>MM AQ-4: All outdoor cargo handling equipment (such as yard trucks, hostlers, yard goats, pallet jacks, and forklifts) shall be zero emission (i.e., powered by electricity or other alternative fuels). The warehouse building shall include the necessary charging stations for cargo handling equipment. The building manager or their designee shall be responsible for enforcing these requirements.</p>	

Resource Impact	Level of Significance	Mitigation Measure(s)	Level of Significance after Mitigation Implemented
		<p>MM AQ-5: Prior to the issuance of a certificate of occupancy permit, the Community Development Department shall confirm that all truck access gates and loading docks within the Project site shall have posted signage that states:</p> <ul style="list-style-type: none"> • Truck drivers shall turn off engines when not in use. • Truck drivers shall shut down the engine after three minutes of continuous idling operation (pursuant to City of Menifee’s Industrial Good Neighbor Policies). Once the vehicle is stopped, the transmission is set to “neutral” or “park,” and the parking brake is engaged. • Telephone numbers of the building facilities manager, the SCAQMD, and CARB to report violations. • Signs shall also inform truck drivers about the health effects of diesel particulates, the California Air Resources Board diesel idling regulations, and the importance of being a good neighbor by not parking in residential areas. • The Operator shall designate an officer to monitor trucks on-site for compliance. • To the extent feasible, the Project shall restrict the turns trucks can make entering and exiting the facility to route trucks away from sensitive receptors by posting signs at every truck exit driveway providing directional information to head northbound to Ethanac Road (designated truck route). • Signs and drive aisle pavement markings shall clearly identify the on-site circulation pattern to minimize unnecessary on-site vehicular travel. • All signage installed as part of the Project shall be legible, durable, and weather-proof. 	
<p>Impact 4.2-3: Would the proposed project, expose sensitive receptors to substantial pollutant concentrations?</p>	<p>Potentially Significant</p>	<p>Refer to MMs AQ-1 through AQ-4 above.</p>	<p>Less than Significant with Mitigation Incorporated</p>
<p>Impact 4.2-4: Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?</p>	<p>Less than Significant</p>	<p>No mitigation is required.</p>	<p>N/A</p>

Resource Impact	Level of Significance	Mitigation Measure(s)	Level of Significance after Mitigation Implemented
Section 4.3, Biological Resources			
<p>Impact 4.3-1: Would the Project 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 Wildlife or U.S. Fish and Wildlife Service?</p>	<p>Potentially Significant</p>	<p>MM BIO-1: If construction occurs between February 1st and August 31st, a pre-construction clearance survey for nesting birds should be conducted within three days of the start of any vegetation removal or ground disturbing activities to ensure that no nesting birds will be disturbed during construction. The biologist conducting the clearance survey should document a negative survey with a brief letter report indicating that no impacts to active avian nests will occur. If an active avian nest is discovered during the pre-construction clearance survey, construction activities should stay outside of a no-disturbance buffer. The size of the no-disturbance buffer will be determined by the wildlife biologist and will depend on the level of noise and/or surrounding anthropogenic disturbances, line of sight between the nest and the construction activity, type and duration of construction activity, ambient noise, species habituation, and topographical barriers. These factors will be evaluated on a case-by-case basis when developing buffer distances. Limits of construction to avoid an active nest will be established in the field with flagging, fencing, or other appropriate barriers; and construction personnel will be instructed on the sensitivity of nest areas. A biological monitor should be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by construction activity. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within the buffer area can occur.</p> <p>MM BIO-2: To ensure burrowing owls remain absent from the Project Sites, it is recommended that a 30-day burrowing owl pre-construction clearance survey be conducted in accordance with the Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area prior to any ground disturbing activities. If burrowing owls and/or birds displaying nesting behaviors are observed within the Project Sites during future construction, the Project proponents will immediately inform the RCA and the Wildlife Agencies to ensure compliance with the MSHCP, MBTA and Fish and Game Code prior to initiating ground disturbance. If the site is left undisturbed for more than 30 days</p>	<p>Less than Significant with Mitigation Incorporated</p>

Resource Impact	Level of Significance	Mitigation Measure(s)	Level of Significance after Mitigation Implemented
		<p>following the pre-construction survey, another pre-construction survey will be required to ensure burrowing owl has not colonized the site since it was last disturbed.</p> <p>If the burrowing owls are found to occupy the Project Sites during the pre-construction clearance survey, a burrowing owl relocation plan will need to be prepared and approval by CDFW prior to the commencement of any ground disturbing activities. The burrowing owl relocation plan shall outline recommended methods proposed to relocate the burrowing owls from the Project Sites and provide measures that will be implemented for the maintenance, monitoring, and reporting of the relocated burrowing owls to increase chances of survivorship and better ensure compliance with CDFW guidelines. This plan should be implemented during the non-breeding season, and prior to seasonal rains to promote the best outcome for conservation of the burrowing owl. However, if the burrowing owls, are determined to remain absent from the Project Sites during the pre-construction clearance survey, no further review will be needed.</p>	
<p>Impact 4.3-2: Would the Project 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 U.S. Fish and Wildlife Service?</p>	No Impact	No mitigation is required.	N/A
<p>Impact 4.3-3: Would the Project have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</p>	No Impact	No mitigation is required.	N/A
<p>Impact 4.3-4: Would the Project 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?</p>	Less than Significant	No mitigation is required.	N/A
<p>Impact 4.3-5: Would the Project conflict with any local policies or ordinances protecting biological resources, such</p>	Less than Significant	No mitigation is required.	N/A

Resource Impact	Level of Significance	Mitigation Measure(s)	Level of Significance after Mitigation Implemented
as a tree preservation policy or ordinance?			
<p>Impact 4.3-6: Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?</p>	Potentially Significant	Refer to MM BIO-2 above.	Less than Significant with Mitigation Incorporated
Section 4.4, Cultural Resources			
<p>Impact 4.4-1: Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?</p>	Potentially Significant	<p>MM CUL-1: Prior to the initiation of ground-disturbing activities, field personnel should be alerted to the possibility of buried prehistoric or historic cultural deposits. In the event that field personnel encounter buried cultural materials, work in the immediate vicinity of the find should cease and a qualified archaeologist should be retained to assess the significance of the find. The qualified archaeologist would have the authority to stop or divert construction excavation as necessary. If the qualified archaeologist finds that any cultural resources present meet eligibility requirements for listing on the California Register or the National Register, plans for the treatment, evaluation, and mitigation of impacts to the find will need to be developed. Prehistoric or historic cultural materials that may be encountered during ground-disturbing activities include:</p> <ul style="list-style-type: none"> • prehistoric flaked-stone artifacts and debitage (waste material), consisting of obsidian, basalt, and or cryptocrystalline silicates; • groundstone artifacts, including mortars, pestles, and grinding slabs; • dark, greasy soil that may be associated with charcoal, ash, bone, shell, flaked stone, groundstone, and fire affected rocks; • human remains; • historic-period artifacts such as glass bottles and fragments, cans, nails, ceramic and pottery fragments, and other metal objects; • historic-period structural or building foundations, walkways, cisterns, pipes, privies, and other structural elements. 	Less than Significant with Mitigation Incorporated

Resource Impact	Level of Significance	Mitigation Measure(s)	Level of Significance after Mitigation Implemented
Impact 4.4-2: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	Potentially Significant	See MM CUL-1 above.	Less than Significant with Mitigation Incorporated
Impact 4.4-3: Would the Project disturb any human remains, including those interred outdoors of dedicated cemeteries?	Less than Significant	No mitigation is required.	N/A
Section 4.5, Energy			
Impact 4.5-1: Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?	Less than Significant	No mitigation is required.	N/A
Impact 4.5-2: Would the Project conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?	Less than Significant	No mitigation is required.	N/A
Section 4.6, Geology and Soils			
Impact 4.6-1: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> 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. 	Less than Significant	No mitigation is required.	N/A
Impact 4.6-2: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> Strong seismic ground shaking? 	Less than Significant	No mitigation is required.	N/A
Impact 4.6-3: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> Seismic-related ground failure, including liquefaction? 	Less than Significant	No mitigation is required.	N/A
Impact 4.6-4: Would the Project directly or indirectly cause potential substantial	Less than Significant	No mitigation is required.	N/A

Resource Impact	Level of Significance	Mitigation Measure(s)	Level of Significance after Mitigation Implemented
adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> ▪ Landslides? 			
<p>Impact 4.6-5: Would the Project result in substantial soil erosion or the loss of topsoil?</p>	Potentially Significant	<p>MM GEO-1: Incorporation of and compliance with the recommendations in the Project Geotechnical Investigations (Appendices F1 through F3). All grading, construction and operations shall be conducted in conformance with the recommendations included in the Geotechnical Investigations. Specific recommendations in the Geotechnical Investigations address the following and shall be incorporated into the final Project plans and construction-level geotechnical reports. Additional recommendations are located in Appendices F1 through F3</p> <ol style="list-style-type: none"> 1. <u>General Site Grading:</u> No clearing and/or grading operations shall be performed without the presence of a qualified geotechnical engineer. An on-site, pre-job meeting with the developer, the contractor, the jurisdictional agency, and the geotechnical engineer should occur prior to all grading related operations. Operations undertaken at the site without the geotechnical engineer present may result in exclusions of affected areas from the final compaction report for the project. Any undocumented fill encountered during grading should be completely removed, cleaned of significant deleterious materials, and may be reused as compacted fill. It is our recommendation that any existing fills under any proposed flatwork and paved areas be removed and replaced with engineered compacted fill. Cavities created by removal of subsurface obstructions should be thoroughly cleaned of loose soil, organic matter and other deleterious materials, shaped to provide access for construction equipment, and backfilled as recommended in the following <u>Engineered Compacted Fill</u>. 2. <u>Initial Site Preparation:</u> The existing fill/topsoil material, as well as any loose older alluvial soils and any loose bedrock, if encountered, should be removed from all proposed structural and/or fill areas. The data developed during this investigation indicates that removals on the order of 2 to 3 feet deep will be 	Less than Significant with Mitigation Incorporated

Resource Impact	Level of Significance	Mitigation Measure(s)	Level of Significance after Mitigation Implemented
		<p>required from proposed development areas in order to encounter competent older alluvium or competent bedrock upon which engineered compacted fill can be placed. The given removal depths are preliminary. Deeper fills may be present, primarily in areas of past and current improvements. Removals should expose older alluvial materials with an in-situ relative compaction of at least 85 percent (ASTM D 1557) or relatively unweathered, hard bedrock. The actual depths of the removals should be determined during the grading operation by observation and/or in-place density testing.</p> <p>3. <u>Preparation of Fill Areas</u>: Prior to placing fill, the surfaces of all areas to receive fill should be scarified to a minimum depth of 6 inches. The scarified materials should be brought to near optimum moisture content and recompact to a relative compaction of at least 90 percent (ASTM D 1557).</p> <p>4. <u>Engineered Compacted Fill</u>: The on-site soils should provide adequate quality fill material, provided they are free from oversized and/or organic matter and other deleterious materials. Unless approved by the geotechnical engineer, rock or similar irreducible material with a maximum dimension greater than 6 inches should not be buried or placed in fills.</p> <p>If required, import fill should be inorganic, non-expansive granular soils free from rocks or lumps greater than 6 inches in maximum dimension. Sources for import fill should be approved by the geotechnical engineer prior to their use. Fill should be spread in maximum 8-inch uniform, loose lifts, each lift brought to near optimum moisture content, and compacted to a relative compaction of at least 90 percent in accordance with ASTM D 1557.</p> <p>5. <u>Preparation of Foundation Areas</u>: All footings should rest upon at least 24 inches of properly compacted fill material placed over competent older alluvium or bedrock. In areas where the required fill thickness is not accomplished by the recommended removals or by site rough grading, the footing areas should be</p>	

Resource Impact	Level of Significance	Mitigation Measure(s)	Level of Significance after Mitigation Implemented
		<p>further sub-excavated to a depth of at least 24 inches below the proposed footing base grade, with the sub-excavation extending at least 5 feet beyond the footing lines. The bottom of all excavations should be scarified to a depth of 12 inches, brought to near optimum moisture content, and recompacted to at least 90 percent relative compaction (ASTM D 1557) prior to the placement of compacted fill. Concrete floor slabs should bear on a minimum of 24 inches of compacted soil. This should be accomplished by the recommendations provided above. The final pad surfaces should be rolled to provide smooth, dense surfaces upon which to place the concrete.</p> <p>6. <u>Short-Term Excavations</u>: Following the California Occupational and Safety Health Act (CAL-OSHA) requirements, excavations 5 feet deep and greater should be sloped or shored. All excavations and shoring should conform to CAL-OSHA requirements. Short-term excavations of 5 feet deep and greater shall conform to Title 8 of the California Code of Regulations, Construction Safety Orders, Section 1504 and 1539 through 1547. Based upon the findings from our exploratory borings, it appears that Type C soils are the predominant type of soil on the project and all short-term excavations should be based on this type of soil. Short-term excavation construction and maintenance are the responsibility of the contractor and should be a consideration of their methods of operation and the actual soil conditions encountered.</p> <p>7. <u>Slope Construction</u>: Fill slopes should be overfilled during construction and then cut back to expose fully compacted soil. A suitable alternative would be to compact the slopes during construction, then roll the final slopes to provide dense, erosion-resistant surfaces.</p> <p>8. <u>Slope Protection</u>: Since the site soil materials are susceptible to erosion by running water, measures should be provided to prevent surface water from flowing over slope faces. Slopes at the project should be planted with a deep-rooted ground cover as soon as possible after completion. The use of succulent</p>	

Resource Impact	Level of Significance	Mitigation Measure(s)	Level of Significance after Mitigation Implemented
		<p>ground covers such as ice plant or sedum is not recommended. If watering is necessary to sustain plant growth on slopes, then the watering operation should be monitored to assure proper operation of the irrigation system and to prevent overwatering.</p> <p>9. <u>Soil Expansiveness</u>: The materials encountered during this investigation were tested and found to have a low expansion potential. Therefore, specialized foundation design and construction procedures to specifically resist expansive soil activity are anticipated at this time and are provided within. Additional evaluation of on-site and any imported soils for their expansion potential should be conducted following completion of the grading operation.</p> <p>Additional site testing and final design evaluation shall be conducted by the Project geotechnical consultant to refine and enhance these requirements. The Project Applicant/Developer shall require the Project geotechnical consultant to assess whether the requirements in that report need to be modified or refined to address any changes in the Project features that occur prior to the start of grading. If the Project geotechnical consultant identifies modifications or refinements to the requirements, the Project Applicant/Developer shall require appropriate changes to the final Project design and specifications. Design, grading, and construction shall be performed in accordance with the requirements of the City of Menifee Municipal Code and the California Building Code applicable at the time of grading, appropriate local grading regulations, and the requirements of the Project geotechnical consultant as summarized in a final written report, subject to review by the City of Menifee, or designee, prior to commencement of grading activities.</p> <p>Grading plan review shall also be conducted by the City of Menifee or designee prior to the start of grading to verify that the requirements developed during the geotechnical design evaluation have been appropriately incorporated into the Project plans. Design, grading, and construction shall be conducted in accordance with the specifications of the Project Geotechnical Consultant as summarized in a final report based on the</p>	

Resource Impact	Level of Significance	Mitigation Measure(s)	Level of Significance after Mitigation Implemented
		California Building Code applicable at the time of grading and building, and the City of Menifee’s Municipal Code. On-site inspection during grading shall be conducted by the Project geotechnical consultant and the City of Menifee City Engineer, or designee, to ensure compliance with geotechnical specifications as incorporated into project plans. Prior to final of grading permits, the Project geotechnical engineer shall submit a Final Testing and Observation Geotechnical Report for Rough Grading to the City of Menifee City Engineer, or designee.	
<p>Impact 4.6-6: Would the Project 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?</p>	Less than Significant	No mitigation is required.	N/A
<p>Impact 4.6-7: Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?</p>	Potentially Significant	Refer to MM GEO-1 above.	Less than Significant with Mitigation Incorporated
<p>Impact 4.6-8: Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?</p>	Less than Significant	No mitigation is required.	N/A
<p>Impact 4.6-9: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</p>	Potentially Significant	<p>MM GEO-2: Prior to issuance of grading permits, the applicant will retain a qualified paleontologist to create and implement a Paleontological Resource Mitigation Program (PRIMP). The project paleontologist would review the grading plan and conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements, to be documented in the PRIMP. The PRIMP would be submitted to the City prior to issuance of a grading permit. Information contained in the PRIMP would minimally include:</p> <ol style="list-style-type: none"> 1. Description of the project site and proposed grading operations. 2. Description of the level of monitoring required for earth-moving activities. 3. Identification and qualifications of the paleontological monitor to be employed during earth moving. 	Less than Significant with Mitigation Incorporated

Resource Impact	Level of Significance	Mitigation Measure(s)	Level of Significance after Mitigation Implemented
		<ol style="list-style-type: none"> 4. Identification of personnel with authority to temporarily halt or divert grading to allow recovery of large specimens. 5. Direction for fossil discoveries to be reported to the developer and the City. 6. Means and methods to be employed by the paleontological monitor to quickly salvage fossils to minimize construction delays. 7. Sampling methods for sediments that are likely to contain small fossil remains, if any. 8. Procedures and protocol for collecting and processing of samples and specimens, as necessary. 9. Fossil identification and curation procedures. 10. Identification of the repository to receive fossil material. 11. All pertinent maps and exhibits. 12. Procedures for reporting of findings. 13. Acknowledgment of the developer for content of the PRIMP and acceptance of financial responsibility for monitoring, reporting, and curation. 	
Section 4.7 Greenhouse Gas Emissions			
<p>Impact 4.7-1: Would the Project generate GHG emissions, either directly or indirectly, that could have a significant impact on the environment?</p>	Potentially Significant	<p>Refer to MMs AQ-1 through AQ-5 above.</p> <p>MM GHG-1: Prior to issuance of tenant occupancy permits, the Project shall be required to install a minimum 63 kwdc solar photovoltaic (PV) system or offset an equivalent amount of energy demand through the purchase of renewable energy or implementation of alternative renewable measures, subject to approval by the Community Development Director or his/her designee. The final PV generation facility size requires approval by Southern California Edison (SCE). SCE’s Rule 21 governs operating and metering requirements for any facility connected to SCE’s distribution system. Should SCE limit the off-site export, the Project may utilize a battery energy storage system (BESS) to lower off-site export while maintaining on-site renewable generation to off-set consumption. The building shall include an electrical system and other infrastructure sufficiently sized to accommodate the PV arrays. The electrical system and infrastructure</p>	Significant and Unavoidable

Resource Impact	Level of Significance	Mitigation Measure(s)	Level of Significance after Mitigation Implemented
		<p>must be clearly labeled with noticeable and permanent signage.</p> <p>In addition, to ensure that the Project’s electrical room(s) is sufficiently sized to accommodate the potential need for additional electrical panels, prior to building permit issuance either (1) a secondary electrical room shall be provided in the building, or (2) the primary electrical room shall be sized 25 percent larger than is required to satisfy the service requirements of the building or the electrical gear shall be installed with the initial construction with 25 percent excess demand capacity.</p> <p>MM GHG-2: Prior to issuance of tenant occupancy permits, Project operators with more than 100 employees shall prepare and submit to the Community Development Director or designee, a Transportation Demand Management (TDM) program detailing strategies that would reduce the use of single-occupant vehicles by employees by increasing the number of trips by walking, bicycle, carpool, vanpool, and transit. The TDM shall include, but is not limited to the following:</p> <ul style="list-style-type: none"> • Provide a transportation information center and on-site TDM coordinator to educate residents, employers, employees, and visitors of surrounding transportation options. • Incorporate bicycle parking and storage, and self-service bicycle repair areas. • Provide on-site meal options in employee break areas as well as kitchen amenities to prepare and/or heat meals. • Provide a ride-matching service (e.g., bulletin boards, website, smartphone application) to connect carpool participants and provide preferential parking for rideshare vehicles to support carpool/vanpool/rideshare transportation modes • Post Riverside Transit Agency schedules in conspicuous areas. • Reference Riverside Transit Agency schedules when creating employees’ operating schedules. <p>MM GHG-3: The facility operator shall provide tenants with an information packet that:</p>	

Resource Impact	Level of Significance	Mitigation Measure(s)	Level of Significance after Mitigation Implemented
		<ul style="list-style-type: none"> • Provides information on incentive programs, such as the Carl Moyer Memorial Air Quality Standards Attainment Program (Moyer Program), and other similar funding opportunities, by providing applicable literature available from the California Air Resources Board (CARB). The Moyer Program On-Road Heavy-Duty Vehicles Voucher Incentive Program (VIP) provides funding to individuals seeking to purchase new or used vehicles with 2013 or later model year engines to replace an existing vehicle that is to be scrapped. • Provides information on the United States Environmental Protection Agency’s SmartWay program and tenants shall be encouraged to use carriers that are SmartWay carriers. <p>MM GHG-4: Prior to issuance of precise grading permit issuance, the Project shall be required to show on the precise grading plans 20 percent of the employee parking stalls on-site as "EV Capable," which includes electrical panel space and load capacity to support a branch circuit and necessary raceways, both underground and/or surface mounted, to support EV charging. In addition, 25 percent of the EV Capable parking stalls shall have electric vehicle supply equipment (EVSE) installed and operational. EVSE includes conductors, electric vehicle connectors, attachment plugs, personal protection system, and all other fittings, devices, power outlets or apparatus installed specifically for the purpose of transferring energy to the electric vehicle.</p> <p>MM GHG-5: The development shall divert a minimum of 75 percent of landfill waste during operation. Prior to issuance of certificate of tenant occupancy permits, a recyclables collection and load area shall be constructed in compliance with City standards for Recyclable Collection and Loading Areas, and the facility’s operator shall be required to provide the City with a copy of the Project’s recycling program. This mitigation measure applies only to tenant permits and not the building shell approvals.</p> <p>MM GHG-6: All landscaping equipment used on-site shall be 100 percent electrically powered. The building manager or their designee shall be responsible for enforcing these requirements.</p>	

Resource Impact	Level of Significance	Mitigation Measure(s)	Level of Significance after Mitigation Implemented
<p>Impact 4.7-2: Would the Project conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions?</p>	Potentially Significant	Refer to MMs AQ-1 through AQ-5 and MMs GHG-1 through GHG-6 , above.	Significant and Unavoidable
Section 4.8, Hazards and Hazardous Materials			
<p>Impact 4.8-1: Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</p>	Potentially Significant	<p>MM HAZ-1: Soil Management Plan (SMP). Prior to issuance of a grading permit or trenching or subsurface excavation for utilities or roadway infrastructure, the Master Developer, Site Developer, or Lead Agency, as applicable, shall retain a qualified environmental consultant to prepare a SMP that details procedures and protocols for on-site management of soils containing potentially hazardous materials.</p> <p>The SMP shall include, but not be limited to:</p> <ul style="list-style-type: none"> ▪ Land use history, including description and locations of known contamination; ▪ The nature and extent of previous investigations and remediation at the site; ▪ Identified areas of concern at the site, in relation to proposed activities; ▪ A listing and description of institutional controls, such as applicable County ordinances and other local, state, and federal regulations and laws that would apply to the project; ▪ Names and positions of individuals involved with soils management and their specific role; ▪ An earthwork schedule; ▪ Requirements for site-specific Health and Safety Plans (HSPs) to be prepared by all contractors at the project site. The HSP should be prepared by a Certified Industrial Hygienist and would protect on-site workers by including engineering controls, personal protective equipment, monitoring, and security to prevent unauthorized entry and to reduce construction related hazards. The HSP should address the possibility of encountering subsurface hazards including hazardous waste contamination and include procedures to protect workers and the public; ▪ Hazardous waste determination and disposal procedures for known and 	Less than Significant with Mitigation Incorporated

Resource Impact	Level of Significance	Mitigation Measure(s)	Level of Significance after Mitigation Implemented
		<p>previously unidentified contamination, including those associated with any soil export activities, if applicable;</p> <ul style="list-style-type: none"> ▪ Requirements for site specific techniques at the site to minimize dust, manage stockpiles, run on and run-off controls, waste disposal procedures, etc.; and ▪ Copies of relevant permits or closures from regulatory agencies. <p>MM HAZ-2: If potentially contaminated soil is identified during site disturbance activities for the Project, as evidenced by discoloration, odor, detection by instruments, or other signs, a qualified environmental professional shall inspect the site, determine the need for sampling to confirm the nature and extent of contamination, and provide a written report to the Master Developer, Site Developer, or Lead Agency, as applicable, stating the recommended course of action. Depending on the nature and extent of contamination, the qualified environmental professional shall have the authority to temporarily suspend construction activity at that location for the protection of workers or the public. If, in the opinion of the qualified environmental professional, substantial remediation may be required, the Master Developer, Site Developer, or Lead Agency, as applicable, shall contact representatives of the Riverside County Fire Department and/or DTSC for guidance and oversight and shall comply with all performance standards and requirements of the respective agency for proper removal and disposal of contaminated materials. In addition, any activities which will disturb portions of the property subject to a land use covenant (LUC) (e.g., excavation, grading, removal, trenching, filling or earth movement) shall require proper notification to DTSC in accordance with the terms of the LUC.</p> <p>MM HAZ-3: Prior to issuance of a demolition permit of the on-site structures, preparation of a demolition plan for the safe dismantling and removal of building components and debris including a plan for lead and asbestos abatement shall be required. The demolition plan shall be submitted to the City for review and approval prior to commencement of construction activities.</p> <p>Prior to demolition activities, an asbestos and lead-based paint survey shall be conducted by an Asbestos Hazard Emergency Response Act</p>	

Resource Impact	Level of Significance	Mitigation Measure(s)	Level of Significance after Mitigation Implemented
		<p>(AHERA) and California Division of Occupational Safety and Health (Cal/OSHA) certified building inspector to determine the presence or absence of asbestos-containing materials (ACMs) and lead-based paint (LBP). The sampling method to be used shall be based on the statistical probability that construction materials similar in color and texture contain similar amounts of asbestos and LBP. In areas where the material appears to be homogeneous in color and texture over a wide area, bulk samples shall be collected at discrete locations from within these areas. In unique or nonhomogeneous areas, discrete samples of potential ACMs shall be collected. The survey shall identify the likelihood that asbestos and LBP is present in concentrations greater than one percent in construction materials. If ACMs and LBPs are located, abatement of asbestos and lead shall be completed prior to any activities that would disturb ACMs and LBPs or create an airborne asbestos or lead hazard.</p> <p>Asbestos removal shall be performed by a State certified asbestos containment contractor in accordance with the South Coast Air Quality Management District (SCAQMD) Rule 1403. Common asbestos abatement techniques involve removal, encapsulation, or enclosure. The removal of asbestos is preferred when the material is in poor physical condition and there is sufficient space for the removal technique. The encapsulation of asbestos is preferred when the material has sufficient resistance to ripping, has a hard or sealed surface, or is difficult to reach. The enclosure of asbestos is to be applied when the material is in perfect physical condition, or if the material cannot be removed from the site for reasons of protection against fire, heat, or noise.</p>	
<p>Impact 4.8-2: Would the Project 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?</p>	Potentially Significant	See MMs HAZ-1 through HAZ-3 above.	Less than Significant with Mitigation Incorporated
<p>Impact 4.8-3: Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</p>	No Impact	No mitigation is required.	N/A

Resource Impact	Level of Significance	Mitigation Measure(s)	Level of Significance after Mitigation Implemented
<p>Impact 4.8-4: Would the project be located on a site which is included on a list of hazardous materials Project sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?</p>	Less than Significant	No mitigation is required.	N/A
<p>Impact 4.8-5: 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 or excessive noise for people residing or working in the project area?</p>	Less than Significant	No mitigation is required.	N/A
<p>Impact 4.8-6: Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</p>	Less than Significant	No mitigation is required	N/A
<p>Impact 4.8-7: Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?</p>	Less than Significant	No mitigation is required	N/A
Section 4.9, Hydrology and Water Quality			
<p>Impact 4.9-1: Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?</p>	Potentially Significant	<p>MM HYD-1: Prior to commencing grading, the Project Applicant shall comply with applicable construction water quality regulations including the NPDES General Construction Permit, which shall be obtained from the Regional Water Quality Control Board. This process requires that the applicant electronically submit Permit Registration Documents (PRDs) prior to commencement of construction activities in the Storm Water Multiple Application and Report Tracking System (SMARTS). PRDs consist of the Notice of Intent, Risk Assessment, Post-Construction Calculations, a Site Map, the Stormwater Pollution Prevention Plan (SWPPP), a signed certification statement by the Legally Responsible Person, and the first annual fee. The required SWPPP must be submitted to the City of Menifee Engineering Department for review and approval, identifying specific actions and Best Management Practices (BMPs) to prevent stormwater pollution during construction activities. The SWPPP shall identify a practical sequence for BMP implementation, site restoration, contingency</p>	Less than Significant with Mitigation Incorporated

Resource Impact	Level of Significance	Mitigation Measure(s)	Level of Significance after Mitigation Implemented
		<p>measures, responsible parties, and agency contacts. The SWPPP shall include but not be limited to the following elements:</p> <ul style="list-style-type: none"> A. Compliance with the requirements of the State of California’s most current Construction Stormwater Permit. B. Temporary erosion control measures shall be implemented on all disturbed areas. C. Disturbed surfaces shall be treated with erosion control measures during the October 15 to April 15 rainy season. D. Sediment shall be retained on-site by a system of sediment basins, traps, or other BMPs. E. The construction contractor shall prepare Standard Operating Procedures for the handling of hazardous materials on the construction site to eliminate discharge of materials to storm drains. F. BMP performance and effectiveness shall be determined either by visual means where applicable (e.g., observation of above-normal sediment release), or by actual water sampling in cases where verification of contaminant reduction or elimination (such as inadvertent petroleum release) is required by the Santa Ana RWQCB to determine adequacy of the measure. G. In the event of significant construction delays or delays in final landscape installation, native grasses or other appropriate vegetative cover shall be established on the construction site as soon as possible after disturbance, as an interim erosion control measure throughout the duration of construction. H. Prior to the issuance of the first grading permit, the Project Applicant shall submit the Final Tentative Parcel Map that includes the water quality BMPs for approval by the City of Menifee Engineer. The City of Menifee Engineer shall ensure that all applicable water quality standards are met before approving the SWPPP. <p>MM HYD-2: The Project Applicant shall prepare a Final Project-Specific Water Quality Management Plan (WQMP) with Operations and Maintenance (O&M) Plan for submittal together with the associated grading and improvement plans which must be approved prior to the issuance of a building or grading permit. These documents shall be prepared in</p>	

Resource Impact	Level of Significance	Mitigation Measure(s)	Level of Significance after Mitigation Implemented
		accordance with applicable City of Menifee, including the following: <ul style="list-style-type: none"> ▪ Site Design Best Management Practices (BMPs) ▪ Source Control BMPs ▪ Treatment Control BMPs ▪ BMP Sizing ▪ Equivalent Treatment Control Alternatives ▪ Regionally-Based Treatment Control BMPs ▪ O&M Responsibility for Treatment Control BMPs 	
Impact 4.9-2: Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Less than Significant	No mitigation is required	N/A
Impact 4.9-3: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: <ul style="list-style-type: none"> ▪ Result in substantial erosion or siltation on- or off-site? 	Potentially Significant	Refer to MMs HYD-1 and HYD-2 above.	Less than Significant with Mitigation Incorporated
Impact 4.9-4: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: <ul style="list-style-type: none"> ▪ Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? 	Potentially Significant	MM HYD-3: Prior to issuance of grading permits, the Project Applicant shall submit final parcel map(s) for review and approval by the City of Menifee, including final drainage design plans supported by a final drainage study. The tract maps, grading plans, and final drainage studies shall demonstrate compliance with applicable City and County drainage plans, policies, design guidelines and regulations including but not limited to City of Menifee Municipal Code Chapter 8.26 Grading Regulations.	Less than Significant with Mitigation Incorporated
Impact 4.9-5: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: <ul style="list-style-type: none"> ▪ Create or contribute runoff water which would exceed the capacity of existing or planned stormwater 	Potentially Significant	Refer to MMs HYD-1 and HYD-3 above.	Less than Significant with Mitigation Incorporated

Resource Impact	Level of Significance	Mitigation Measure(s)	Level of Significance after Mitigation Implemented
drainage systems or provide substantial additional sources of polluted runoff?			
<p>Impact 4.9-6: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would?</p> <ul style="list-style-type: none"> ▪ Impede or redirect flood flows? 	Potentially Significant	Refer to MMs HYD-1 and HYD-3 above.	Less than Significant with Mitigation Incorporated
<p>Impact 4.9-7: In flood hazard, tsunami, or seiche zones, would the Project risk release of pollutants due to project inundation?</p>	Less than Significant	No mitigation is required	N/A
Section 4.10, Land Use and Planning			
<p>Impact 4.10-1: Would the Project physically divide an established community?</p>	Less than Significant	No mitigation is required.	N/A
<p>Impact 4.10-2: Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?</p>	Less than Significant	No mitigation is required.	N/A
Section 4.11, Noise			
<p>Impact 4.11-1: Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</p>	Potentially Significant	<p>MM NOI-1: Prior to issuance of a Grading Permit, the applicant shall demonstrate, to the satisfaction of the City of Menifee Director of Public Works or Chief Engineer, that the construction contracts for Site 1 and Site 2 include temporary noise barriers. The temporary noise barriers shall have a sound transmission class (STC) of 25 or greater in accordance with the American Society for Testing and Materials (ASTM) Test Method E90, or at least two pounds per sf to ensure adequate transmission loss characteristics. To achieve this, the barrier may consist of steel tubular framing, welded joints, a layer of 18-ounce tarp, a two-inch thick fiberglass blanket, a half-inch thick weatherwood asphalt sheathing, and 7/16-inch sturdy board siding. The barrier must be free of degrading holes or gaps and shall be designed to prevent structural failure due to factors such as wind, shear, shallow soil failure, earthquakes, and erosion. Temporary construction noise barriers shall be placed at the following locations where construction noise impacts to sensitive receptors have been identified:</p>	Less than significant with Mitigation Incorporated

Resource Impact	Level of Significance	Mitigation Measure(s)	Level of Significance after Mitigation Implemented
		<ul style="list-style-type: none"> • Site 1: An 8-foot-high temporary noise barriers shall be installed along the northern and eastern Project boundaries as depicted in Exhibit 4.11-2. • Site 2: An 8-foot-high temporary noise barrier shall be installed along the southern and western Project boundary of Site 2 as depicted in Exhibit 4.11-3. • Site 3: Temporary noise barriers are not required. <p>MM NOI-2: Prior to issuance of a Building Permits for Site 1, the applicant shall demonstrate, to the satisfaction of the City of Menifee Director of Public Works or Chief Engineer, that the construction plans contain a 12-foot-high absorptive noise barrier along the eastern property line of Building 1 and the northern property line of Building 2 as depicted in Exhibit 4.11-3. The noise barriers shall be constructed with acoustic absorptive material meeting a noise reduction coefficient of 0.70 or greater in accordance with American Society for Testing and Materials Test Method C423. To be effective, the barrier shall be constructed with a solid material with no gaps in the face of the wall or at the base. Openings or gaps between sound wall materials or the ground substantially reduce the effectiveness of the sound wall. All noise control barrier walls shall be designed to preclude structural failure due to such factors as winds, shear, shallow soil failure, earthquakes, and erosion. The City Building Official shall review and approve all proposed designs prior to the issuance of a building permit. Noise barriers are not required during operations for Site 2 and Site 3.</p>	
<p>Impact 4.11-2: Generation of excessive groundborne vibration or groundborne noise levels?</p>	<p>Less than Significant</p>	<p>No mitigation is required.</p>	<p>N/A</p>
<p>Impact 4.11-3: For a Project located within the vicinity of a private airstrip or 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?</p>	<p>Less than Significant</p>	<p>No mitigation is required.</p>	<p>N/A</p>
<p>Section 4.12, Public Services</p>			
<p>Impact 4.12-1: Would result in substantial adverse physical impacts associated with the</p>	<p>Less than Significant</p>	<p>No mitigation is required.</p>	<p>N/A</p>

Resource Impact	Level of Significance	Mitigation Measure(s)	Level of Significance after Mitigation Implemented
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 public services: <ul style="list-style-type: none"> ▪ Fire protection? ▪ Police protection? ▪ Schools? ▪ Parks? ▪ Other public facilities? 			
Section 4.13, Transportation			
Impact 4.13-1: Would the Project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	Less than Significant	No mitigation is required.	N/A
Impact 4.13-2: Would the Project, conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	Potentially Significant	MM TRA-1: The Project Applicant shall consult with the local transit service provider on the need to provide infrastructure to connect the Project with transit services. Evidence of compliance with this requirement may include correspondence from the local transit provider(s) regarding the potential need for installing bus turnouts, shelters, or bus stops at the site. The portion of the TDM plan for non-residential uses shall include, but not be limited to the following potential measures: ride-matching assistance, preferential carpool parking, flexible work schedules for carpools, transportation coordinators, providing a website or message board for coordinating rides, designating adequate passenger loading and unloading and waiting areas for ride-sharing vehicles, and including bicycle end of trip facilities. This list may be updated as new methods become available The TDM Plan shall be approved by the City prior to building permit issuance for the industrial uses.	Less than Significant with Mitigation Incorporated
Impact 4.13-3: Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less than Significant	No mitigation is required.	N/A
Impact 4.13-4 Would the Project result in inadequate emergency access?	Less than Significant	No mitigation is required.	N/A

Resource Impact	Level of Significance	Mitigation Measure(s)	Level of Significance after Mitigation Implemented
Section 4.14, Tribal Cultural Resources			
<p>Impact 4.14-1: Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p> <p>a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?</p> <p>b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?</p>	Potentially Significant	Refer to MM CUL-1 in Section 4.4, Cultural Resources above.	N/A
Section 4.15, Utilities and Service Systems			
<p>Impact 4.15-1: Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?</p>	Less than Significant	No mitigation is required.	N/A
<p>Impact 4.15-2: Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?</p>	Less than Significant	No mitigation is required.	N/A
<p>Impact 4.15-3: Would the Project result in a determination by the wastewater treatment provider, which serves or may serve the Project that it has</p>	Less than Significant	No mitigation is required.	N/A

Resource Impact	Level of Significance	Mitigation Measure(s)	Level of Significance after Mitigation Implemented
adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			
Impact 4.15-4: Would the Project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Less than Significant	No mitigation is required.	N/A
Impact 4.15-5: Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Less than Significant	No mitigation is required.	N/A

1.0 INTRODUCTION AND PURPOSE

This document is a Draft Environmental Impact Report (EIR) prepared for the Compass Northern Gateway Project (Project) in compliance with the California Environmental Quality Act (CEQA), Public Resources Code (PRC) § 21000 et seq, and the California Code of Regulations (CCR) § 15000 et seq. The Project is comprised of three detached sites referred to as “Project Site 1,” “Project Site 2,” and “Project Site 3,” but when not referring to each site separately, these three sites will be referred to hereafter as the “Project” or “Project Sites.”

This Draft EIR has been prepared for the City of Menifee (City) and evaluates the potential environmental impacts associated with construction and operation of approximately 461,237 square feet (SF) of industrial warehousing among four buildings. Project Site 1 would contain two concrete tilt-up buildings. Building 1 would total approximately 154,831 SF of warehousing, inclusive of 5,000 SF office space; Building 2 would total approximately 80,090 SF of warehousing, inclusive of 4,000 SF of office space. Project Site 2 would contain one concrete tilt-up building totaling 87,770 SF, inclusive of 5,000 SF of office space and 4,500 SF of mezzanine. Project Site 3 would contain one concrete tilt-up building totaling 138,546 SF of warehousing, inclusive of 3,000 SF of office space and 3,000 of mezzanine. The Project Sites are generally located in the northern portion of the City, within the City’s General Plan Economic Development Corridor (EDC)– Northern Gateway land use designation. Accordingly, the Project Sites are zoned as Economic Development Corridor – Northern Gateway (EDC-NG). Industrial uses are permitted in the EDC-NG zone which the Project’s proposed warehousing uses are consistent with.

This Draft EIR evaluates the potential effects on the environment resulting from implementation of the Project. **Section 2.0: Project Description**, provides detailed descriptions of the construction and operational components of the Project. **Section 4.0: Environmental Analysis**, discusses the regulatory environment, existing conditions, environmental impacts, and mitigation measures for the Project. Following public review of the Draft EIR, a Final EIR will be prepared, in which the City will respond to public comments on the Draft EIR.

1.1 Purpose of the Environmental Impact Report

According to § 15121 of the CEQA Guidelines, an EIR is an informational document which will inform public agency decision-makers and the public of the significant environmental effects of a proposed project. The purpose of this Draft EIR for the Project is to review the existing conditions at and in the vicinity of the Project site; identify and analyze the potential environmental impacts; and suggest feasible mitigation measures or alternatives to reduce significant adverse environmental effects, as described in **Section 2.0: Project Description** and **Section 6.0: Alternatives to the Project**. The potential impacts include both temporary construction-related effects and the long-term effects of development, operation, and maintenance of the Project, as described in **Section 2.0: Project Description**.

The intent of this EIR is to address the potential Project impacts utilizing the most current and detailed plans, technical studies, and related information available. This EIR will be used by the City as the lead

agency, other responsible and trustee agencies, interested parties, and the general public to evaluate the potential environmental impacts of the Project.

1.2 Compliance with CEQA

According to the CEQA Guidelines (14 CCR § 15064[f][1]), preparation of an EIR is required whenever a project may result in a significant effect on the environment. An EIR is an informational document used to inform public agency decision-makers and the general public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project that could feasibly attain most of the basic objectives of the project while substantially lessening or avoiding any of the significant environmental impacts. Public agencies are required to consider the information presented in the EIR when determining whether to approve a project. CEQA requires that state and local government agencies consider the environmental effects of projects over which they have discretionary authority before taking action on those projects.

This document analyzes the environmental effects of the Project to the degree of specificity appropriate to the current proposed actions, as required by § 15146 of the CEQA Guidelines. The analysis considers the activities associated with the Project to determine the short-term and long-term effects associated with their implementation. This EIR discusses both direct and indirect impacts of the Project, as well as cumulative impacts associated with other past, present, and reasonably foreseeable future projects.

Based on significance criteria, the effects of the Project have been categorized as either “no impact,” “less than significant,” “less than significant with mitigation incorporated,” or “significant unavoidable impact” (refer to **Section 4.0: Environmental Analysis**). Mitigation measures are recommended for potentially significant impacts, to avoid or lessen impacts to the extent feasible and possible, the Project’s environmental impacts. In the event the Project results in significant unavoidable impacts, even with implementation of feasible mitigation measures, the decision-makers may approve the Project based on a “Statement of Overriding Considerations.” This determination would require the decision-makers to balance the benefits of the Project to determine if they outweigh identified unavoidable impacts. The CEQA Guidelines § 15093 provides in part the following:

- CEQA requires that the decision-makers balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve the project. If the benefits of the project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable.”
- Where the decision of the public agency allows the occurrence of significant effects that are identified in the Final EIR but are not avoided or substantially lessened, the agency must state in writing the reason to support its action based on the Final EIR and/or other information on the record. This statement may be necessary if the agency also makes the finding under § 15091 (a)(3) of the CEQA Guidelines.
- If an agency makes a Statement of Overriding Considerations, the statement should be included in the record of the project approval and should be mentioned in the Notice of Determination.

1.3 Notice of Preparation/Early Consultation

In compliance with the CEQA Guidelines, the City has provided opportunities for various agencies and the public to participate in the environmental review process. During preparation of the Draft EIR, efforts were made to contact various federal, State, regional, and local government agencies and other interested parties to solicit comments on the scope of review in this document. This included the distribution of the Notice of Preparation (NOP) to various responsible agencies, trustee agencies, and interested parties. Pursuant to CEQA Guidelines § 15082, the City circulated the NOP directly to public agencies, special districts, and members of the public who had requested such notice, and property owners within a 300-foot radius. The NOP was distributed on January 13, 2023, with a 30-day public review period ending on February 13, 2023. The NOP and comment letters received are provided in **Appendix A: Notice of Preparation and Scoping Meeting Notice**.

During the scoping process, certain environmental topics were identified as having the potential for significant environmental impacts. The following issues identified as “potentially significant impact” in the NOP are addressed in detail in this EIR:

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

The NOP also noted that cumulative and growth-inducing impacts would be analyzed and that alternatives would be considered. Discussions of cumulative impacts can be found at the end of each resource section (**Sections 4.1 through 4.15** of this Draft EIR). A discussion of alternatives can be found in **Section 6.0: Alternatives to the Project**.

Public Scoping Meeting

A notice of a public scoping meeting for the Project was included within the NOP. A public scoping meeting was held on January 23, 2023, at 6:00 PM in-person at City Council Chambers located at 29844 Haun Road, Menifee, CA 92586.

A total of ten comment letters were received in response to the NOP. The comment letters received during the NOP comment period, along with the NOP are included in **Appendix A**.

Areas of concern that were identified during the comment period include:

- Community impacts
- Air quality and noise impacts on students/community
- Transportation impacts
- Tribal Cultural Resources impacts
- Implementation of local hire and skilled and trained workforce requirements
- Vehicle miles traveled
- Biological Resources impacts/MSHCP Consistency
- Drainage facilities

Native American Consultation

In accordance with Assembly Bill (AB) 52, the City requested formal tribal consultation with tribes on July 26, 2022. The following tribes were contacted for consultation: Agua Caliente Band of Cahuilla Indians (ACBCI), Pechanga Band of Indians (PBI, previously named Pechanga Band of Luiseño Indians), Rincon Cultural Resources Department, and Soboba Band of Luiseño Indians (SBLI). To date, responses have been received from ACBCI and PBLI, and are detailed in **Section 4.14: Tribal Cultural Resources**. Additionally, City staff meets quarterly with both SBLI and PBI to discuss projects currently in process within the City.

1.4 Compliance with CEQA

The Draft EIR is available to the public for review at the locations listed below and on the City website at:

- City of Menifee Community Development Department Counter, located at 29844 Haun Road, Menifee, CA 92586.
- Sun City Library, located at 26982 Cherry Hills Road, Menifee, CA 92586
- Menifee Library, located at 28798 La Piedra Road, Menifee, CA 92584
- City's Website: <https://www.cityofmenifee.us/325/Environmental-Notices-Documents>

In accordance with CEQA Guidelines §§ 15087 and 15105, this Draft EIR will be circulated for a 45-day public review period. The public is invited to comment in writing on the information contained in this document. Interested agencies and members of the public are invited to provide written comments on the Draft EIR and are encouraged to provide information that they believe should be included in the EIR.

Comment letters should be sent to:

Fernando Herrera, Associate Planner
Community Development Department
City of Menifee
29844 Haun Road
Menifee, CA 92586
fherrera@cityofmenifee.us

Final EIR

Upon completion of the 45-day Draft EIR public review period, the City will evaluate all written comments received during the public review period on the Draft EIR. Pursuant to CEQA Guidelines § 15088, the City will prepare written responses to comments raising environmental issues. Pursuant to CEQA Guidelines § 15132 (Contents of Final Environmental Impact Report), the Final EIR will be prepared and will include:

- a) The draft EIR or a revision of the draft;
- b) Comments and recommendations received on the Draft EIR either verbatim or in summary;
- c) A list of persons, organizations, and public agencies commenting on the Draft EIR;
- d) The lead agency's responses to significant environmental points raised in the review and consultation process; and
- e) Any other information added by the lead agency.

Additionally, pursuant to CEQA Guidelines § 15088 (Evaluation of and Response to Comments), after the Final EIR is completed, the City will provide a written proposed response to each public agency on comments made by that public agency at least ten days prior to certifying the EIR.

Certification of the Final EIR

The Draft EIR, as revised by the Final EIR, will be considered by the Planning Commission (the decision-making body for the Project) for certification, consistent with CEQA Guidelines § 15090, which states:

Prior to approving a project, the lead agency shall certify that:

1. The Final EIR has been completed in compliance with CEQA;
2. The Final EIR was presented to the decision-making body of the lead agency, and that the decision-making body reviewed and considered the information contained in the Final EIR prior to approving the project; and
3. The Final EIR reflects the lead agency's independent judgment and analysis.

Regarding the adequacy of an EIR, according to CEQA Guidelines § 15151, "An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure."

Project Consideration

After certification of the Final EIR, the Planning Commission may consider approval of the Project. A decision to approve the Project would be accompanied by specific, written findings, in accordance with

CEQA Guidelines § 15091 and, if necessary, a specific, written Statement of Overriding Considerations, in accordance with CEQA Guidelines § 15093.

1.5 Format of the EIR

The purpose of this EIR is to enable the City and other responsible and trustee agencies and interested parties to evaluate the environmental impacts of the Project.

This Draft EIR is organized into nine sections:

Section ES Executive Summary, provides a project summary and summary of environmental impacts, and the proposed mitigation measures and alternatives.

Section 1.0 Introduction, provides CEQA compliance information.

Section 2.0 Project Description, provides Project history, as well as the environmental setting, Project characteristics and objectives, phasing, and anticipated permits and approvals that may be required for the Project.

Section 3.0 Basis of Cumulative Analysis, describes the cumulative analysis' proposed approach and methodology.

Section 4.0 Environmental Analysis, provides a discussion of the existing conditions for each of the environmental impact areas. This section also describes methodologies for significance determinations, identifies both short-term and long-term environmental impacts of the Project, recommends mitigation measures to reduce the significance of environmental impacts, and identifies any areas of potentially significant and unavoidable impacts. This section includes a discussion of cumulative impacts that could arise as a result of the implementation of the proposed Project.

Section 5.0 Additional CEQA Considerations, summarizes unavoidable significant impacts, and discusses significant irreversible environmental changes, growth-inducing impacts, and energy conservation, in accordance with CEQA Guidelines Appendix F.

Section 6.0 Alternatives to the Project, describes potential Project alternatives, including alternatives considered but rejected from further consideration, the No Project Alternative, various Project Alternatives, and identifies the Environmentally Superior Alternative.

Section 7.0 Effects Found Not to Be Significant, describes potential impacts that have been determined not to be significant throughout the EIR process.

Section 8.0 EIR Consultation and Preparation identifies the CEQA lead agency and EIR preparation team, as well as summarizes the EIR consultation process.

Section 9.0 Appendices

1.6 Responsible and Trustee Agencies

Lead Agency

City of Menifee

The City is the lead agency under CEQA for this Project. This Draft EIR has been prepared in accordance with PRC § 21000 et seq. and the State CEQA Guidelines (CCR § 15000 et seq.). CEQA requires lead agencies to consider potential environmental effects that may occur with implementation of a project and to avoid or substantially lessen significant effects to the environment when feasible. When a project may have a significant effect on the environment, the agency with primary responsibility for carrying out or approving the project (the lead agency) is required to prepare an EIR.

Trustee, Responsible, and Cooperating Agencies

Other federal, state, and local agencies are involved in the review and approval of the Project, including trustee and responsible agencies under CEQA. Under CEQA, a trustee agency is a state agency that has jurisdiction by law over natural resources affected by a project that are held in trust for the people of the State of California. A responsible agency is an agency other than the lead agency that has responsibility for carrying out or approving a project. Responsible and trustee agencies are consulted by the CEQA lead agency to ensure the opportunity for input and also review and comment on the Draft EIR. Responsible agencies also use the CEQA document in their decision-making. Several agencies other than the City may require permits, approvals, and/or consultation in order to implement various elements of the Project.

1.7 Incorporation by Reference

Pertinent documents relating to this EIR have been cited in accordance with CEQA Guidelines § 15148 or have been incorporated by reference in accordance with CEQA Guidelines § 15150, which encourages incorporation by reference as a means of reducing redundancy and the length of environmental reports. The following documents are hereby incorporated by reference into this EIR and are available for review online and at the City. Information contained within these documents has been utilized for various sections of this EIR.

City of Menifee General Plan

The City adopted the comprehensive General Plan (Menifee GP) in 2013. The City of Menifee Land Use map was updated in March 2023. The Menifee GP constitutes the City's overall vision, values, goals, policies, and implementation actions to guide growth and development in the City for the next several decades. The Menifee GP Community Values provide the foundation of the GP and will help preserve or build upon the features or items that create the essence of Menifee. The community values are: small town atmosphere, balanced growth, town center/urban core, infrastructure, employment, circulation, natural resources, growth opportunities, recreation, and public services. The GP evaluates the existing conditions and provides long-term goals and policies necessary to guide growth and development in the direction that the community desires. Through its goals and policies, the Menifee GP serves as a decision-making tool to guide future growth and development decisions.

The Menifee GP consists of the following elements and was used throughout this EIR as a source of baseline data:

- Land Use Element
- Housing Element
- Circulation Element
- Open Space and Conservation Element
- Community Design Element
- Economic Development Element
- Safety Element
- Noise Element

The Menifee GP is accessible here: <https://www.cityofmenifee.us/221/General-Plan>.

City of Menifee General Plan Final Environmental Impact Report (December 2013, Amended May 2020 and June 2020) (SCH #2012071033)

The Menifee GP Final Environmental Impact Report (Menifee GP Final EIR) analyzed the potential environmental impacts that would result from Menifee GP implementation. At the time of the preparation of the Menifee GP Final EIR, the City was 62 percent developed. Approximately 33 percent was developed with residential land uses. Agricultural land uses accounted for approximately 6 percent (1,651 acres), and the remaining land (approximately 10 percent) was occupied by educational, commercial, industrial, manufacturing, utilities, golf courses, and local park and recreation land uses. The City had approximately 32,859 dwelling units and 11,982,509 square feet of nonresidential uses. Theoretical buildout of the proposed Land Use Plan is projected to accommodate approximately 63,754 dwelling units and 158,948 people. Buildout of the Menifee GP is not linked to a time frame. Based on the historical rate of growth in the City, the amount of development that can be accommodated by the Land Use Plan is not likely to occur within the next 50 years.¹ The Menifee GP Final EIR concluded significant and unavoidable impacts concerning Agricultural and Forestry Resources, Air Quality, Greenhouse Gas Emissions, Noise, and Transportation and Traffic.

The Menifee GP Final EIR is accessible here: <https://www.cityofmenifee.us/262/Environmental-Impact-Report>.

City of Menifee Municipal Code

The City of Menifee Municipal Code (Menifee MC) regulates municipal affairs within the City's jurisdiction including, without limitation, zoning regulations (codified in Menifee MC Title 9). Menifee MC Title 9 is the primary tool for implementing the Menifee GP's Goals and Policies. The Menifee MC is referenced throughout this EIR to establish the Project's baseline requirements according to the City's regulatory framework.

The Menifee MC is accessible here:

https://codelibrary.amlegal.com/codes/menifee/latest/menifee_ca/0-0-0-29876

Title 9: Planning and Zoning is available here: <http://online.encodeplus.com/regs/menifee-ca/doc-viewer.aspx#secid--1>.

¹ City of Menifee. (2013). *Menifee GP Final Environmental Impact Report*. Available at: <https://www.cityofmenifee.us/262/Environmental-Impact-Report> (accessed March 2023).

2.0 PROJECT DESCRIPTION

2.1 Purpose

The City of Menifee (City), as the Lead Agency under the California Environmental Quality Act (CEQA), has prepared this Environmental Impact Report (EIR) for the Compass Northern Gateway (Project). The Project is composed of three detached sites referred to “Project Site 1,” “Project Site 2,” and “Project Site 3,” but when not referring to each site separately, these three sites will be referred to hereafter as the “Project” or “Project Sites.” Since the release of the Notice of Preparation (NOP) on January 13, 2023, the Project’s design has changed. More specifically, APN 330-180-029 was removed from Project Site 1, and thus reduced the total proposed buildings from three to two, totaling 234,921 square feet (SF). However, to be conservative, this EIR (where applicable) analyzes the previous square footage of 265,821 SF between three buildings.

The following Project Description is provided in conformance with CEQA Guidelines § 15124. It discusses the geographic setting, Project location, Project setting, current City land use and zoning designations, Project characteristics, Project objectives, and discretionary actions required to implement the Project. This information will be the basis for analyzing the Project’s impacts on the existing physical environment in **Section 4.0** of this EIR. The Project Description contains the following:

1. The precise location and boundaries of the Project shown on a detailed map, along with a regional location map;
2. A statement of the objectives sought by the Project including the underlying purpose of the Project and Project benefits;
3. A description of the Project’s technical, economic, and environmental characteristics along with engineering and public service facilities details; and
4. A statement describing the intended uses of the EIR, including a list of all necessary approvals and permits, a list of agencies that may use the document in their decision-making, and a list of related consultation and environmental review necessary under local, state, and federal laws, regulations, and policies.

The information presented within the Project Description will both accurately describe the Project and assist in further review and assessment of its potential environmental impacts.

2.2 Project Location

The Project is generally located in the northwestern part of the City, in the County of Riverside (County), in the State of California. Regional access to the Project is provided via Interstate (I-) 215 (see **Exhibit 2-1: Regional Location Map**).

Project Site 1 (Corsica Lane) DEV2022-010

Project Site 1 related improvements would occur on three separate accessor parcel numbers (APN: 330-180-010, -046, and -006) within the City of Menifee, County of Riverside, State of California.

Project Site 1 is bisected by Corsica Lane and generally bounded by a Southern California Edison (SCE) public utility corridor and McLaughlin Road to the south; single-family residential uses, Aaron Alan Drive, and Ruffian Road to the north; Goetz Road with single family residences beyond to the west; and Wheat Street to the east. Refer to **Exhibit 2-2: Local Vicinity Map**.

Project Site 2 (Wheat Street) DEV2022-012

Project Site 2 related improvements would occur on one parcel (APN: 330-180-012) or more specifically at 26201 Wheat Street in the City of Menifee, County of Riverside, State of California. Project Site 2 is generally bounded by single-family residences to the south; vacant land and Ethanac Road to the north; single family residences and Ruffian Road to the west; and Wheat Street to the east. Refer to **Exhibit 2-2: Local Vicinity Map**.

Project Site 3 (Evans Road) DEV2022-018

Project Site 3 related improvements would occur on one parcel (APN: 331-060-018) southeast of the intersection of Ethanac Road and Evans Road in the City of Menifee, County of Riverside, State of California. Project Site 3 is generally bounded by vacant land to the south; Ethanac Road and the City of Perris to the north; vacant land, a Riverside County flood control channel, and Barnett Road to the east; and Evans Road and a single-family residence to the west. Refer to **Exhibit 2-2: Local Vicinity Map**.

2.3 Existing Site Conditions

Project Site 1 (Corsica Lane) DEV2022-010

Project Site 1 is 13.66 gross-acre site that consists of predominately vacant undeveloped land. Topographically, site elevations range from approximately 1,474 feet to 1,456 feet above mean sea level (amsl) in a southwest to northwest direction, respectively.

Project Site 2 (Wheat Street) DEV2022-012

Project Site 2 is a 4.72 gross-acre site that consists of vacant land, after the removal of a single-family residence and three outbuildings and the abandonment of a water well and septic system. Topographically, the site is relatively flat with an approximate elevation ranging from 1,440 feet amsl to 1,402 in a west to north to northwest direction, respectively.

Project Site 3 (Evans Road) DEV2022-018

Project Site 3 is a 7.52 gross-acre site that consists of vacant land partially used for agricultural purposes in conjunction with the adjacent property to the south. Manure, presumed to be used during farming activity, is present at the northern portion of the Project site. Topographically, the site is relatively flat with an approximate elevation range of 1,425 feet amsl to 1,418 amsl from the west to northwest, respectively.

2.4 General Plan Land Use Designations and Zoning Classifications

The Project Sites' existing land use designation is Economic Development Corridor (EDC) – Northern Gateway (see **Exhibit 2-3: Existing General Plan Land Use Designations**). The Project's proposed industrial

uses are allowed within the EDC – Northern Gateway land use designation. The City’s General Plan (GP) Land Use Map was amended in March 2023.¹

The Project Sites’ existing zoning classification is the Economic Development Corridor-Northern Gateway (EDC-NG) (see **Exhibit 2-4: Existing Zoning**). The Project’s proposed industrial uses are permitted within the EDC-NG zoning classification.

2.5 Surrounding Land Uses and Zoning Designations

Project Site 1 (Corsica Lane) DEV2022-010

Surrounding land uses include a SCE public utility corridor and McLaughlin Road to the south; vacant land, single-family residences, Aaron Alan Drive, and Ruffian Road to the north; Goetz Road with single family residences beyond to the west; and Wheat Street, a single-family residence, and vacant land to the east.

Project Site 2 (Wheat Street) DEV2022-012

Surrounding land uses include single-family residences with accessory storage structures and Carreon Automotive Repair (illegally occurring) to the south; vacant land and Ethanac Road to the north; single-family residences and Ruffian Road to the west; and Wheat Street and vacant land beyond to the east.

Project Site 3 (Evans Road) DEV2022-018

Surrounding land uses include vacant land to the south; Ethanac Road and the City of Perris to the north; vacant land, a Riverside County flood control channel, and Barnett Road to the east; and Evans Road and a horse training facility (illegally occurring) to the west.

See **Table 2-1: Surrounding Land Uses** for surrounding land uses as well as existing land use designations and zoning classifications.

Table 2-1: Surrounding Land Uses

Location	Existing Land Use	General Plan Land Use Designation	Zoning Classification
Project Site 1			
North	Single-Family Residential; Vacant Land; Aaron Alan Drive; Ruffian Road	Economic Development Corridor (EDC)-Northern Gateway	Economic Development Corridor-Northern Gateway (EDC-NG)
East	Single Family Residence; Vacant Land; Wheat Street	Economic Development Corridor (EDC)-Northern Gateway	Economic Development Corridor-Northern Gateway (EDC-NG)
South	SCE Public Utility Corridor; McLaughlin Road	Public Utility Corridor (PUC)	Public Utility Corridor (PUC)
West	Goetz Road; Single Family Residential; City of Perris	Planning Area 10: South Residential (City of Perris)	Urban Village (City of Perris)
Project Site 2			
North	Vacant Land; Ethanac Road	Economic Development Corridor (EDC)-Northern Gateway	Economic Development Corridor-Northern Gateway (EDC-NG)
East	Wheat Street; Vacant Land	Economic Development Corridor (EDC)-Northern Gateway	Economic Development Corridor-Northern Gateway (EDC-NG)

¹ City of Menifee. (2023). *General Plan Land Use Map*. Retrieved at: <https://cityofmenifee.us/DocumentCenter/View/11043/General-Plan--Land-Use-Map---March-2023> (accessed January 2024).

Location	Existing Land Use	General Plan Land Use Designation	Zoning Classification
South	Single Family Residential with accessory storage structures; Carreon Automotive Repair (illegally occurring)	Economic Development Corridor (EDC)-Northern Gateway	Economic Development Corridor-Northern Gateway (EDC-NG)
West	Single Family Residential; Ruffian Road	Economic Development Corridor (EDC)-Northern Gateway	Economic Development Corridor-Northern Gateway (EDC-NG)
Project Site 3			
North	Ethanac Road; City of Perris	Green Valley Specific Plan (GVSP) (City of Perris)	Green Valley Specific Plan (GVSP) (City of Perris)
East	Vacant Land; Riverside County flood control channel; Barnett Road	Economic Development Corridor (EDC)-Northern Gateway	Economic Development Corridor-Northern Gateway (EDC-NG)
South	Vacant Land	Economic Development Corridor (EDC)-Northern Gateway	Economic Development Corridor-Northern Gateway (EDC-NG)
West	Evans Road; Horse Training Facility (illegally occurring)	Economic Development Corridor (EDC)-Northern Gateway	Economic Development Corridor-Northern Gateway (EDC-NG)
Sources: City of Menifee. (2021). <i>General Plan Land Use Map</i> . Retrieved at: https://www.cityofmenifee.us/DocumentCenter/View/11043/General-Plan--Land-Use-Map---December-2021 (accessed December 12, 2022). City of Menifee. (2022). <i>Zoning Map</i> . Retrieved at: https://www.cityofmenifee.us/DocumentCenter/View/11042/Zoning-Map---February-2022 (accessed December 12, 2022); City of Perris. ND. <i>Zoning Map</i> . https://www.cityofperris.org/Home/ShowDocument?id=1717 (accessed December 12, 2022); City of Perris. ND. <i>City of Perris General Plan – Land Use Element</i> . https://www.cityofperris.org/home/showpublisheddocument/457/637203139714030000 (accessed December 12, 2022).			

2.6 Proposed Project

Proposed Project Overview

The Project proposes the development of approximately 461,237 square feet (SF) of industrial warehousing within four buildings on three separate sites, totaling 25.90 total gross-acres. Project Sites 1 through 3 also include associated facilities and improvements which includes loading dock doors, on-site landscaping, and related on-site and off-site improvements (roadway improvements, sewer, storm drain, utilities). Refer to the following information:

Project Site 1 (Corsica Lane) DEV2022-010

Project Site 1 related improvements would occur – on three separate accessor parcel numbers (APN: 330-180-010, -046, and -006) totaling approximately 13.66 gross acres and includes the construction of two concrete tilt-up buildings totaling 234,921 SF. More specifically, Building 1 would total 154,831 SF, inclusive of 5,000 SF of office space and proposes a structural height of 41 feet and includes 151 automobile parking spaces and 16 trailer parking spaces. Building 2 would total 80,090 SF, inclusive of 4,000 SF of office space and proposes a structural height of 41 feet and includes 89 automobile parking spaces. Refer to **Exhibit 2-5: Project Site 1 Conceptual Plan** and **Exhibit 2-6: Project Site 1 Conceptual Building 1 Elevations** and **Exhibit 2-7: Project Site 1 Conceptual Building 2 Elevations**.

Project Site 2 (Wheat Street) DEV2022-012

Project Site 2 would include the construction of one concrete tilt-up building totaling 87,770 SF, inclusive of 5,000 SF of office space and 4,500 SF of mezzanine, on approximately 4.72 gross acres. The building proposes a structural height of 40 feet and would include a total of 112 automobile parking spaces. Refer to **Exhibit 2-8: Project Site 2 Conceptual Plan** and **Exhibit 2-9: Project Site 2 Conceptual Building Elevations**.

Project Site 3 (Evans Road) DEV2022-018

Project Site 3 would include the construction of one concrete tilt-up building totaling 138,546 SF, inclusive of 3,000 SF of office space and 3,000 of mezzanine, on approximately 7.52 gross acres. The building proposes a structural height of 43 feet and would include a total of 154 automobile parking spaces. Refer to **Exhibit 2-10: Project Site 3 Conceptual Plan** and **Exhibit 2-11: Project Site 3 Conceptual Building Elevations**.

Landscaping

Project Site 1 (Corsica Lane) DEV2022-010

Irrigated landscaped areas for the Project site would be comprised of approximately 106,203 SF of on-site landscaping which is the equivalent of 17 percent of the Project site. Landscaping would consist of drought-tolerant shrubs and ground cover and evergreen and deciduous trees. 231 trees are proposed to be planted. Refer to **Exhibit 2-12: Project Site 1 Conceptual Landscape Plan**.

Project Site 2 (Wheat Street) DEV2022-012

Irrigated landscaped areas for the Project site would be comprised of approximately 33,904 SF of on-site landscaping, which is the equivalent of 16.5 percent of the Project site. Landscaping would consist of drought-tolerant shrubs and ground cover and evergreen and deciduous trees. 98 trees are proposed to be planted. Refer to **Exhibit 2-13: Project Site 2 Conceptual Landscape Plan**.

Project Site 3 (Evans Road) DEV2022-018

Irrigated landscaped areas for the Project site would be comprised of approximately 46,903 SF of on-site landscaping, which is the equivalent of 15.8 percent of the Project site. Landscaping would consist of drought-tolerant shrubs and ground cover and evergreen and deciduous trees. 90 trees are proposed to be planted. Refer to **Exhibit 2-14: Project Site 3 Conceptual Landscape Plan**.

Circulation and Parking

The following information describes the Project's circulation improvements. Additionally, **Exhibit 2-15: Project Truck Access** illustrates the direction that trucks would ingress and egress into the Project Sites.

Project Site 1 (Corsica Lane) DEV2022-010

Regional Project access would be provided from I-215 via Ethanac Road. Local access would be provided via Ethanac Road to Goetz Road, Corsica Lane, and Wheat Street. Project Site 1 ingress and egress for Buildings 1 and 2 would be provided via the two driveways on the proposed Corsica Lane cul-de-sac. Additional passenger vehicle ingress and egress to Building 1 would be provided via one driveway at Goetz Road and to Building 2 via one driveway at Wheat Street. Internal circulation for automobiles, trucks, and emergency vehicles would be provided via a 26-foot-wide fire access lane. Project Site 1 access points are detailed below.

All Project Site 1 driveways would be unsignalized.

- Building 1
 - Goetz Road – 36 feet wide; Primary Auto access
 - Corsica Lane – 36 feet wide; Primary Truck access
- Building 2
 - Corsica Lane – 36 feet wide; Primary Truck access
 - Wheat Street – 36 feet wide; Primary Auto access.

Building 1 would include 151 automobile parking spaces and 16 trailer parking spaces. Building 2 would include 89 automobile parking. .

Project Site 2 (Wheat Street) DEV2022-012

Regional Project access would be from I-215 via Ethanac Road. Local access would be provided via Ethanac Road to Wheat Street. Project Site 2 ingress and egress would be provided via two proposed driveways. Internal circulation for automobiles, trucks, and emergency vehicles would be provided via a 26 foot-wide fire access lane. Project Site 2 access points are detailed below.

All Project Site 2 driveways would be unsignalized.

- Northern Wheat Street – 40 feet wide; Primary Truck Access
- Southern Wheat Street – 38 feet wide; Primary Automobile access

Project Site 2 would include a total of 112 automobile parking spaces.

Project Site 3 (Evans Road) DEV2022-018

Regional Project access would be provided from I-215 via Ethanac Road. Local access would be provided via Ethanac Road to Evans Road. Project Site 3 ingress and egress would be provided via two proposed driveways on Evans Road. Internal circulation for automobiles, trucks and emergency vehicles would be provided via a 26 foot-wide fire access lane. Project Site 3 access points are detail below.

All Project Site 3 driveways would be unsignalized.

- Northern Evans Road – 30 feet wide; Primary Automobile access
- Southern Evans Road – 40 feet wide; Primary Truck access

Project Site 3 would include a total of 154 automobile parking spaces.

Off-Site Circulation Improvements

The Project would include off-site circulation improvements to the following roads, and are illustrated in **Exhibit 2-16: Off-site Circulation Improvements:**

- **Corsica Lane.** Construction along the Project frontage to its ultimate half width (60-foot right-of-way).
- **Wheat Street.** Construction along the Project frontage to its ultimate half width as a two-lane Modified Industrial Collector (74-foot right-of-way).

- **Evans Road.** Construction along the Project frontage to its ultimate half width as a 2-Lane Industrial Collector (78-foot right-of-way).
- **Ethanac Road.** Construction along the Project frontage to its ultimate half width as an Expressway (92-foot right-of-way half width)

Proposed Utility Improvements

The following storm drain improvements are proposed as part of the Project:

Project Site 1 (Corsica Lane) DEV2022-010

- Proposed improvements to Corsica Lane would include a high point just east of the center of the proposed buildings. Street flows from the east side of the high point would be directed east to Wheat Street via a proposed concrete ditch. Flows generated by the west side would be captured by a proposed catch basin. Flows from the catch basin would be directed northerly to the proposed on-site underground basin near Goetz Road via a proposed concrete ditch.

Project Site 2 (Wheat Street) DEV2022-012

- The proposed concrete channel adjacent to the southerly site boundary would have a high point at the location where flows begin breaking off either easterly or westerly to maintain the historic flow pattern. Flows directed westerly in the channel would then be directed north along the westerly property line before discharging flows to the north of Project Site 2. Flows directed easterly in the channel would then be directed north via a storm drain along Wheat Street right of way before discharging to sidewalk drain to Wheat Street via a proposed concrete ditch located on-site.

Project Site 3 (Evans Road) DEV2022-018

- A proposed concrete ditch would intercept off-site flows on the westerly side of Project Site 3 and convey them to a proposed under sidewalk drain where flows would enter a proposed catch basin located in Evans Road. Additionally, Evans Road has an existing low point near the northerly driveway. A proposed catch basin/modular wetland unit is proposed to capture flows, and flows will be directed northerly via storm drain to the drainage channel on the north side of Ethanac Road.

Project Phasing and Construction

Project Sites 1 through 3 are anticipated to be developed in one (1) phase. Construction is anticipated to occur concurrently over a duration of 12 months, beginning in late 2024.

2.7 Project Objectives

The following objectives have been established for the Project by the City and Project applicant:

- 1) Develop an industrial project that conforms to the City's General Plan and the Economic Development Corridor (EDC) – Northern Gateway land use designation.
- 2) Design and build a Class-A institutional quality industrial project that will attract high-end tenants and increase the City's tax base.

- 3) Generate employment opportunities within the City.
- 4) Facilitate the movement of goods and services for the benefit of local and regional economic growth.
- 5) Improve the backbone infrastructure for future growth and prosperity of the surrounding benefit area that will serve the immediate and long term needs of the community.

2.8 Discretionary Actions and Approvals

The City is the Lead Agency under CEQA and is responsible for reviewing and certifying the adequacy of the EIR for the Project. It is expected that the City, at a minimum, would consider the data and analyses contained in this EIR when making their permit determinations. Prior to development of the Project, discretionary permits and approvals must be obtained from local, state and federal agencies, as listed below.

Project Site 1 (Corsica Lane) DEV2022-010

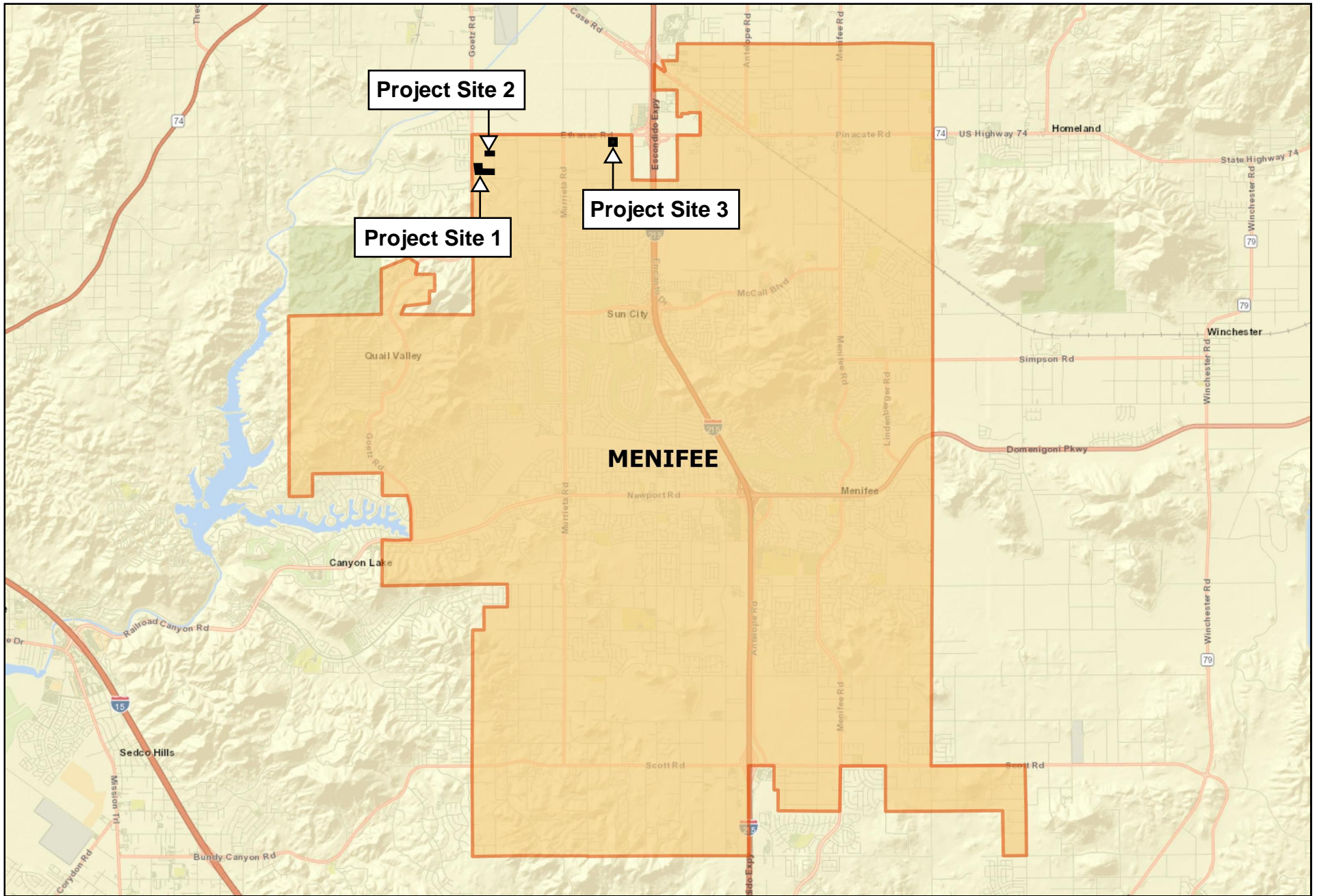
- **Tentative Parcel Map No. 38389 (PLN22-0060)** proposes to combine the existing parcels (APNs 330-180-006; 010; and 046) and create two (2) new development parcels for a total of 13.66 gross acres.
- **Plot Plan No. 2022-0058 (PLN22-0058)** proposes to construct two concrete tilt-up buildings on approximately 13.66 gross acres. Building 1 would total 154,831 SF which includes 149,831 SF of warehouse and 5,000 SF of office space. Building 2 would total 80,090 SF which includes 76,090 SF of warehouse and 4,000 SF of office space.

Project Site 2 (Wheat Street) DEV2022-012

- **Plot Plan No. 2022-0100 (PLN22-0100)** proposes the development of an 87,770 square foot warehouse on approximately 4.72 net acres and includes site and architectural review of the proposed warehouse.

Project Site 3 (Evans Road) DEV2022-018

- **Plot Plan No. 2022-0187 (PLN22-0187)** proposes to construct a 138,546 square foot building that consists of 132,546 square feet of warehouse space and 6,000 square feet of office space. PLN22-0187 also includes site and architectural review of the proposed warehouse.



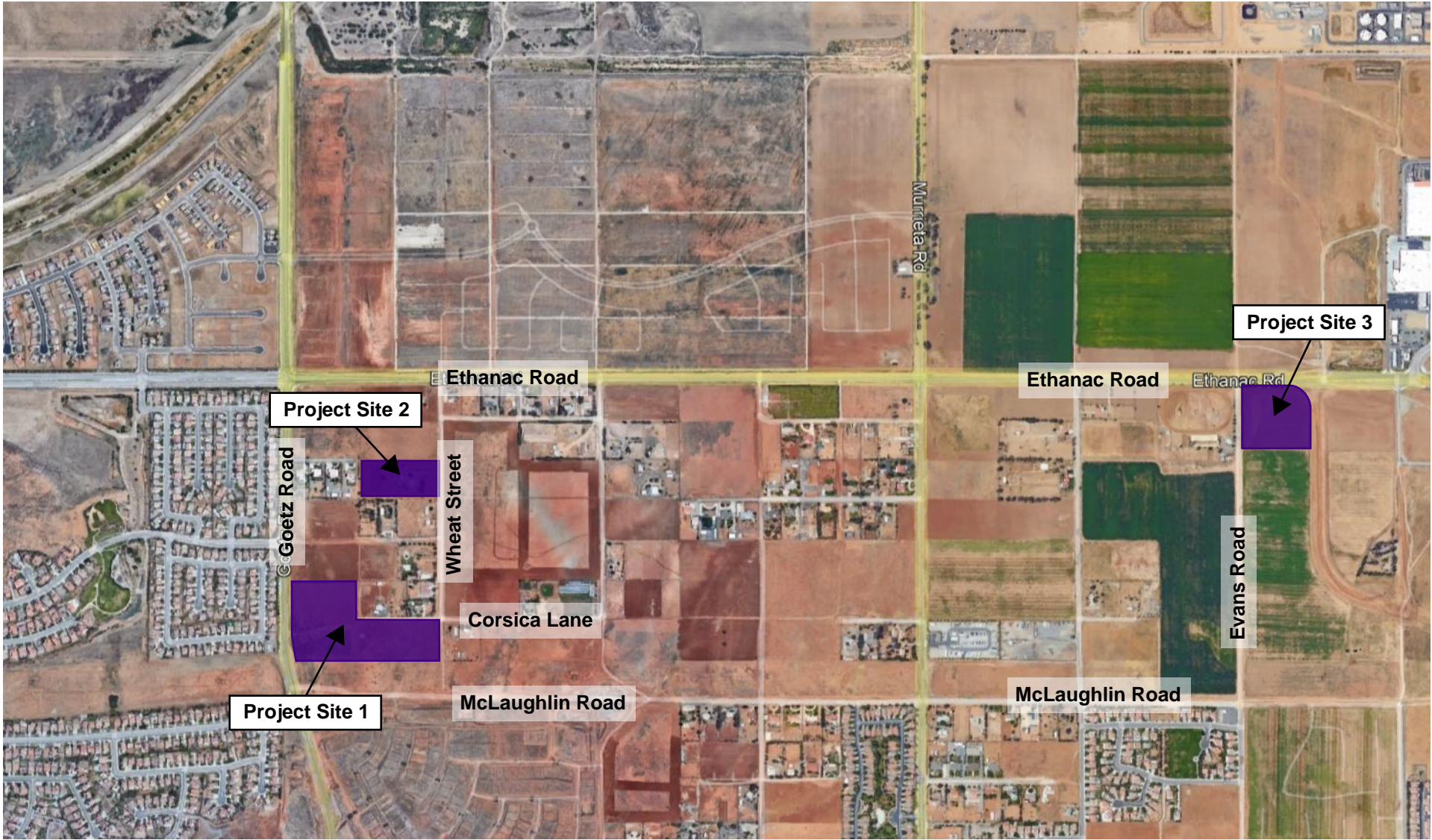
Source: Google Earth Pro

Exhibit 2-1: Regional Location Map
 City of Meniffee
 Compass Northern Gateway



Not to Scale

Kimley»Horn



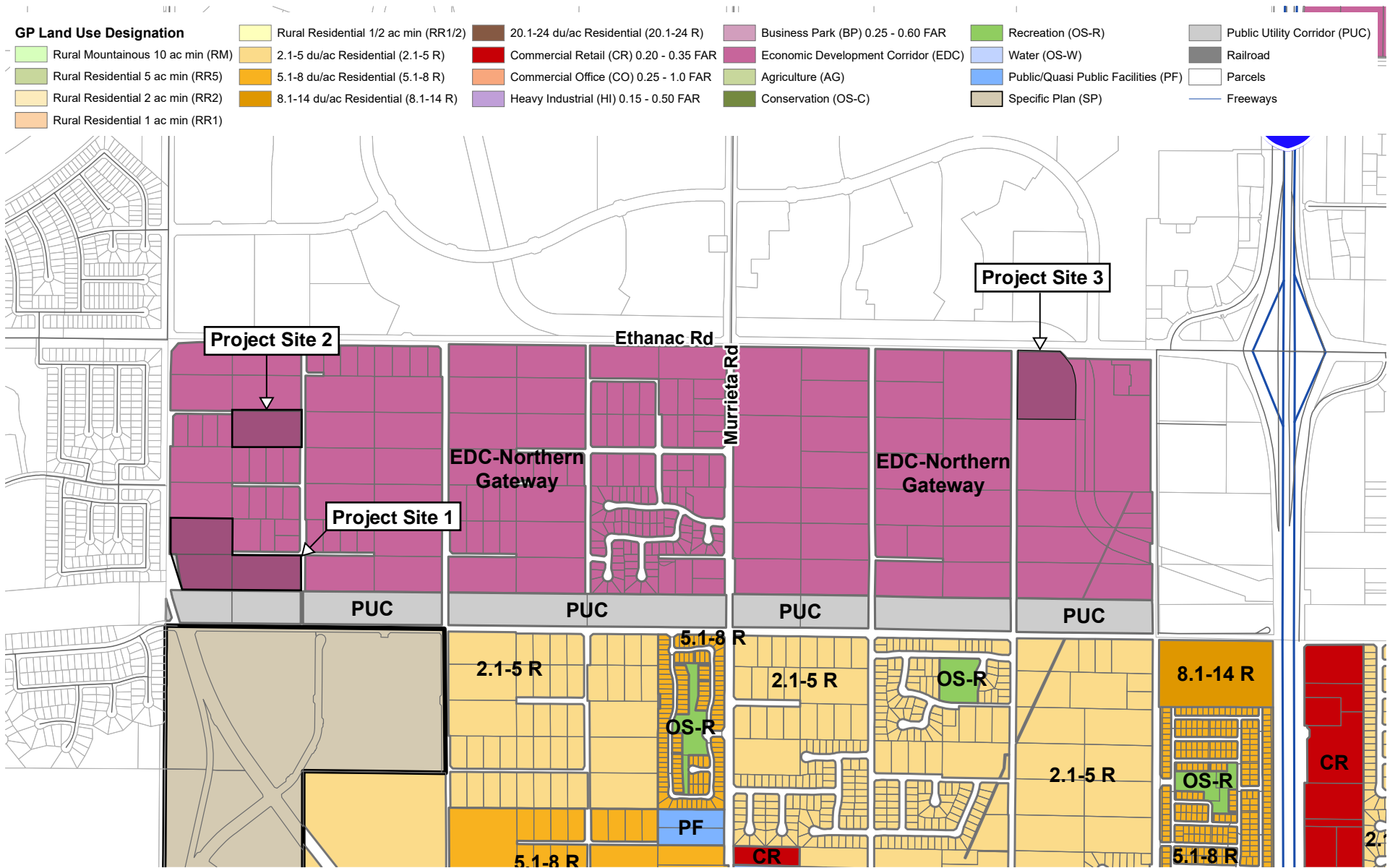
Source: Google Earth Pro

Exhibit 2-2: Local Vicinity Map
City of Menifee
Compass Northern Gateway



Not to Scale

Kimley»Horn



Source: Google Earth Pro

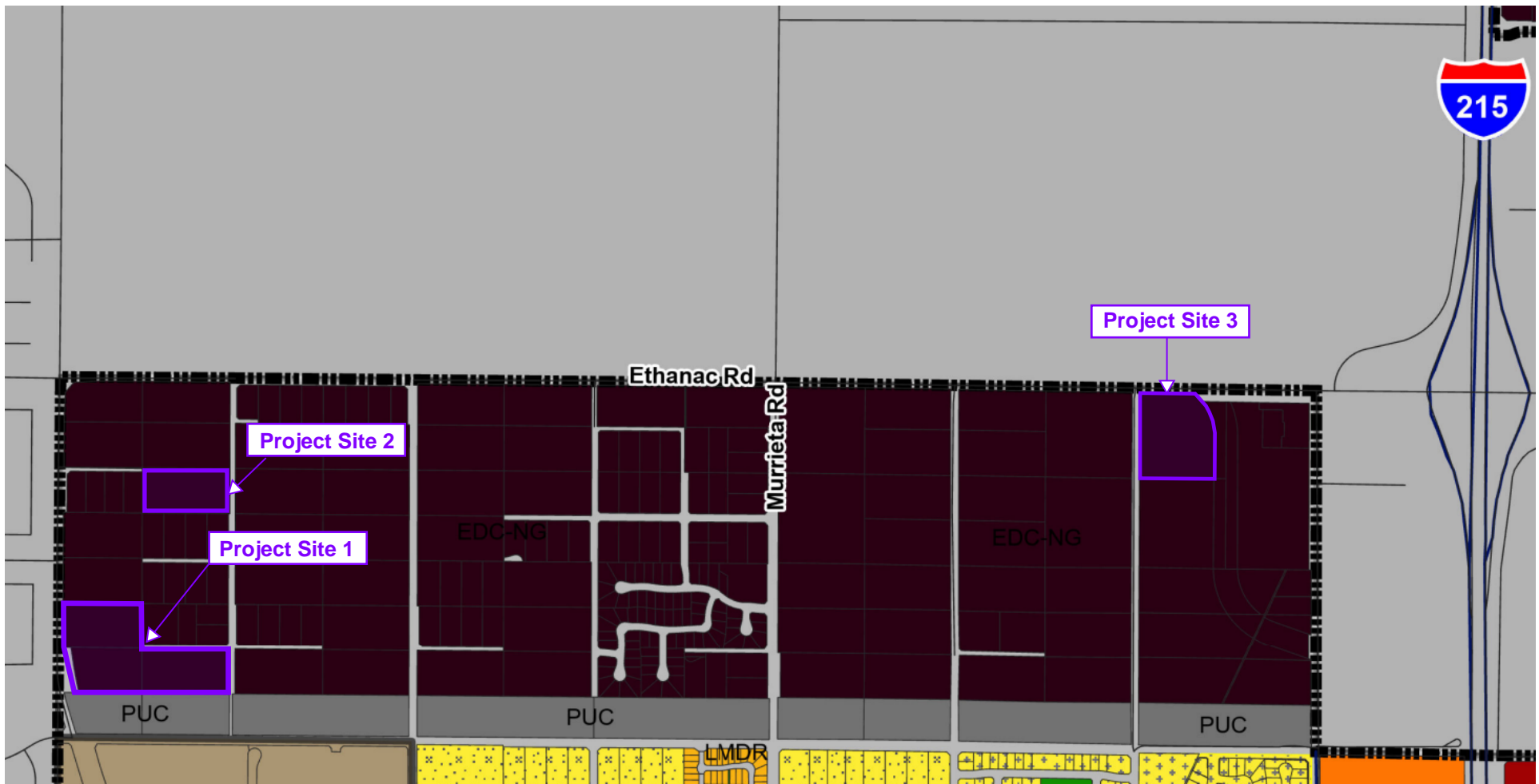
Exhibit 2-3: Existing General Plan Land Use Designations
 City of Menifee
 Compass Northern Gateway



Kimley»Horn

Zoning Designation

- | | | | | | |
|---|---|---|-------------------------------|-------------------------|---------------------------------------|
| Agriculture (AG) | Low Medium Density Residential (LMDR) | Economic Development Corridor-McCall Boulevard (EDC-MB) | Public Utility Corridor (PUC) | Legado SP | Rockport Ranch SP |
| Rural Mountainous (RM) | Medium Density Residential (MDR) | Economic Development Corridor-Community Core (EDC-CC) | Rail (RX) | Menifee Commercial SP | Town Center SP |
| Rural Residential, 5-acre minimum (RR5) | Medium High Density Residential (MHDR) | Economic Development Corridor-Newport Road (EDC-NR) | Audie Murphy Ranch SP | Menifee East SP | Planned Development Overlay-1 (PDO-1) |
| Rural Residential, 2-acre minimum (RR2) | High Density Residential (HDR) | Economic Development Corridor-Southern Gateway (EDC-SG) | Cal Nava SP | Menifee North SP | Planned Development Overlay-2 (PDO-2) |
| Rural Residential, 1-acre minimum (RR1) | Commercial Retail (CR) | Auto Overlay (AO) | Cantalena SP | Menifee Valley Ranch SP | Planned Development Overlay-3 (PDO-3) |
| Rural Residential, 1/2-acre minimum (RR1/2) | Commercial Office (CO) | Open Space-Conservation (OS-C) | Canyon Cove SP | Menifee Village SP | Planned Development Overlay-4 (PDO-4) |
| Low Density Residential-1 (LDR-1) [10,000 SF] | Heavy Industrial/Manufacturing (HI) | Open Space-Recreation (OS-R) | Canyon Heights SP | Newport Estates SP | Planned Development Overlay-5 (PDO-5) |
| Low Density Residential-2 (LDR-2) [7,200 SF] | Business Park/Light Industrial (BP) | Open Space-Water (OS-W) | Cimarron Ridge SP | Newport Hub SP | Planned Development Overlay-6 (PDO-6) |
| Low Density Residential-2 (LDR-2) [7,200 SF] | Economic Development Corridor-Northern Gateway (EDC-NG) | Public/Quasi-Public Facilities (PF) | Countryside SP | Plaza del Sol SP | Planned Development Overlay-7 (PDO-7) |



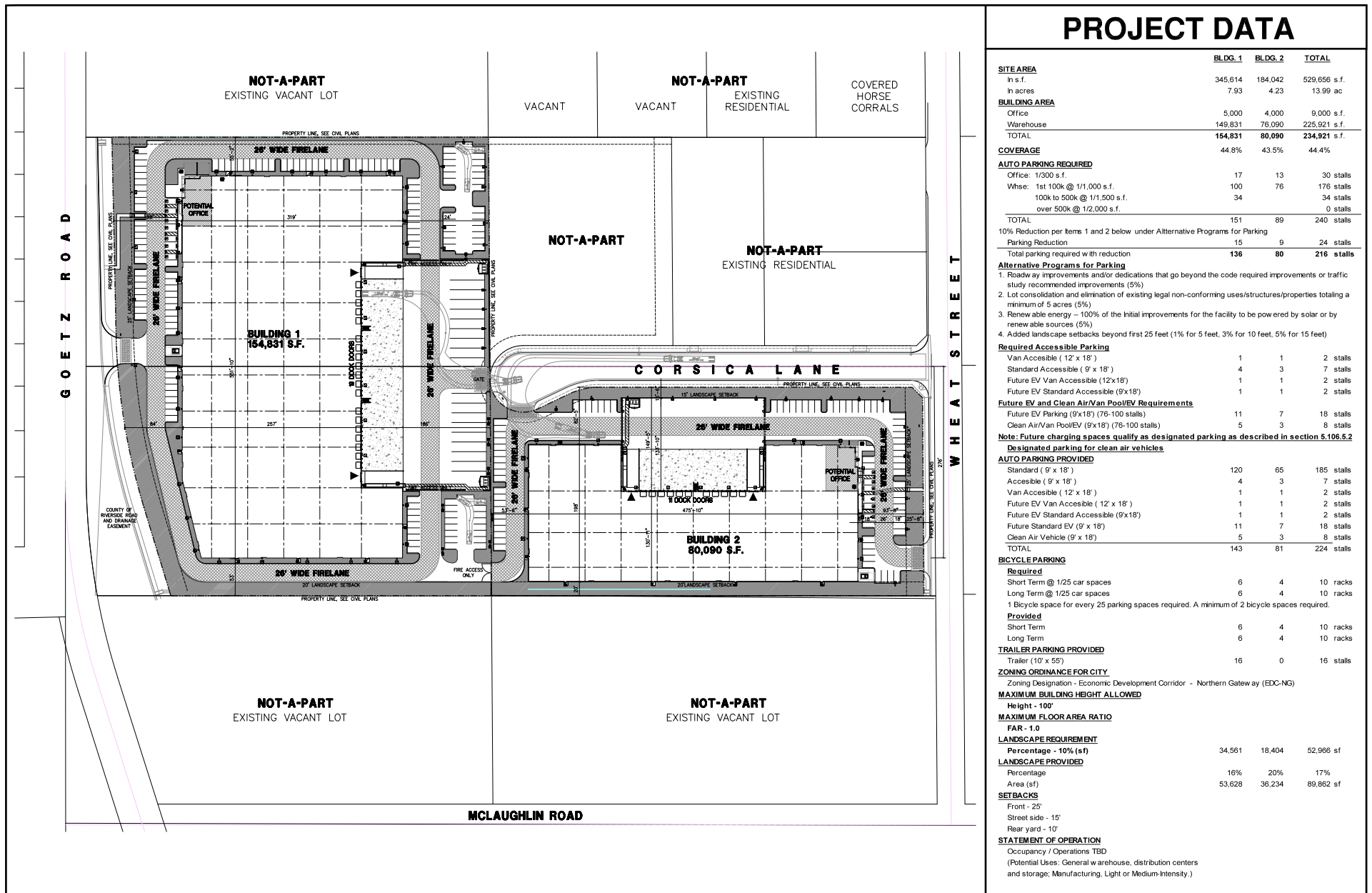
Source: City of Menifee. (2023) Zoning Map

Exhibit 2-4: Existing Zoning
 City of Menifee
 Compass Northern Gateway



Not to Scale

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Source: HPA Inc. (2024). Master Site Plan

Exhibit 2-5: Project Site 1 Conceptual Plan
 City of Menifee
 Compass Northern Gateway



Not to Scale



North Elevation



Goetz Road Elevation - West Elevation



South Elevation



East Elevation

Source: HPA. (2024). Building 1 Conceptual Building Elevations

Exhibit 2-6: Project Site 1 Conceptual Building 1 Elevations
City of Menifee
Compass Northern Gateway



Corsica Lane Elevation - North Elevation



West Elevation



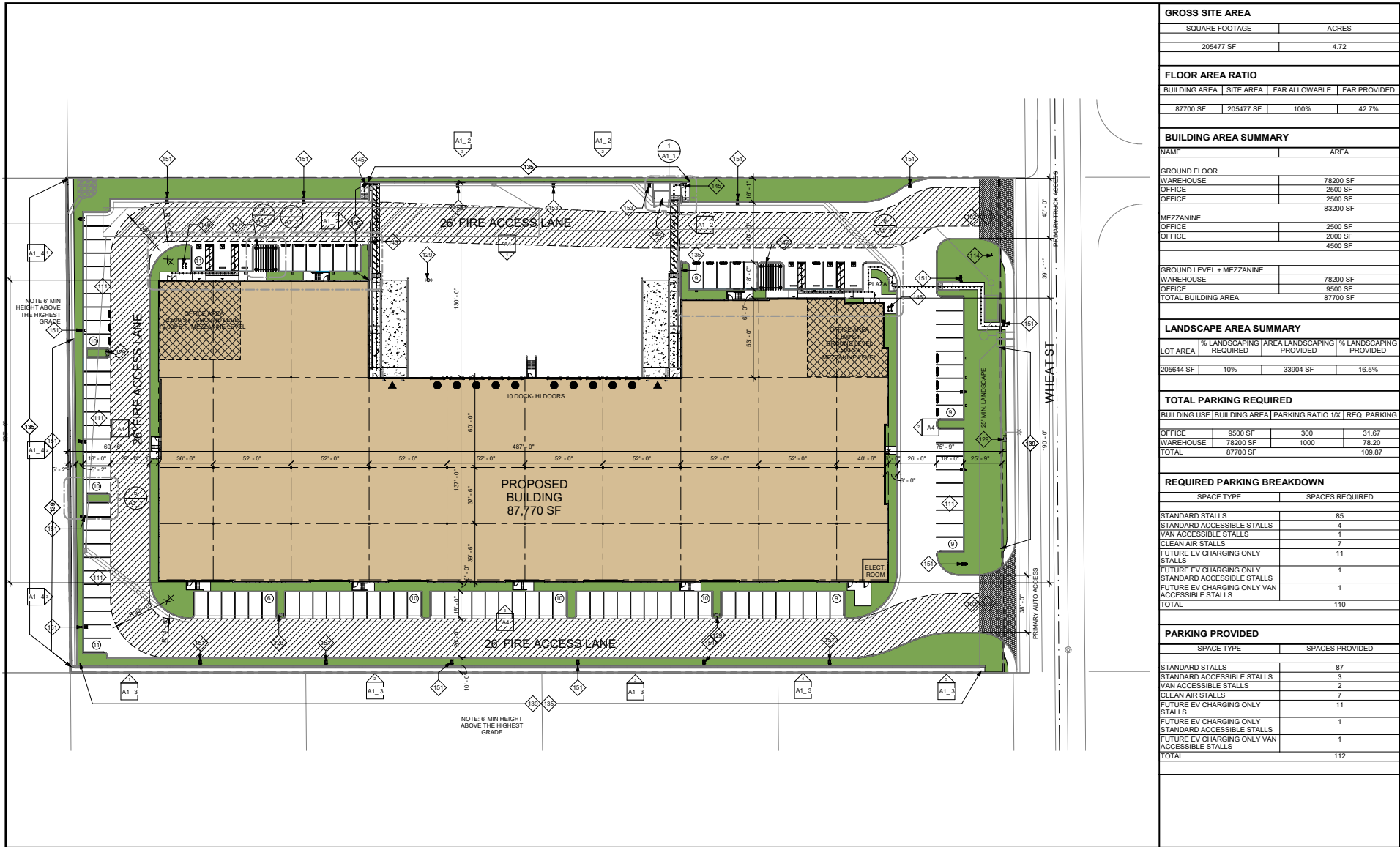
South Elevation



Wheat Street Elevation - East Elevation

Source: HPA (2024). Building 2 Conceptual Building Elevations

Exhibit 2-7: Project Site 1 Conceptual Building 2 Elevations
City of Menifee
Compass Northern Gateway



GROSS SITE AREA			
SQUARE FOOTAGE	ACRES		
205477 SF	4.72		
FLOOR AREA RATIO			
BUILDING AREA	SITE AREA	FAR ALLOWABLE	FAR PROVIDED
87700 SF	205477 SF	100%	42.7%
BUILDING AREA SUMMARY			
NAME	AREA		
GROUND FLOOR			
WAREHOUSE	78200 SF		
OFFICE	2500 SF		
OFFICE	2500 SF		
	83200 SF		
MEZZANINE			
OFFICE	2500 SF		
OFFICE	2000 SF		
	4500 SF		
GROUND LEVEL + MEZZANINE			
WAREHOUSE	78200 SF		
OFFICE	5500 SF		
TOTAL BUILDING AREA	87700 SF		
LANDSCAPE AREA SUMMARY			
LOT AREA	% LANDSCAPING REQUIRED	AREA LANDSCAPING PROVIDED	% LANDSCAPING PROVIDED
205644 SF	10%	33904 SF	16.5%
TOTAL PARKING REQUIRED			
BUILDING USE	BUILDING AREA	PARKING RATIO 1X	REQ. PARKING
OFFICE	9500 SF	300	31.67
WAREHOUSE	78200 SF	1000	78.20
TOTAL	87700 SF		109.87
REQUIRED PARKING BREAKDOWN			
SPACE TYPE	SPACES REQUIRED		
STANDARD STALLS	86		
STANDARD ACCESSIBLE STALLS	4		
VAN ACCESSIBLE STALLS	1		
CLEAN AIR STALLS	7		
FUTURE EV CHARGING ONLY STALLS	11		
FUTURE EV CHARGING ONLY STANDARD ACCESSIBLE STALLS	1		
FUTURE EV CHARGING ONLY VAN ACCESSIBLE STALLS	1		
TOTAL	110		
PARKING PROVIDED			
SPACE TYPE	SPACES PROVIDED		
STANDARD STALLS	87		
STANDARD ACCESSIBLE STALLS	3		
VAN ACCESSIBLE STALLS	2		
CLEAN AIR STALLS	7		
FUTURE EV CHARGING ONLY STALLS	11		
FUTURE EV CHARGING ONLY STANDARD ACCESSIBLE STALLS	1		
FUTURE EV CHARGING ONLY VAN ACCESSIBLE STALLS	1		
TOTAL	112		

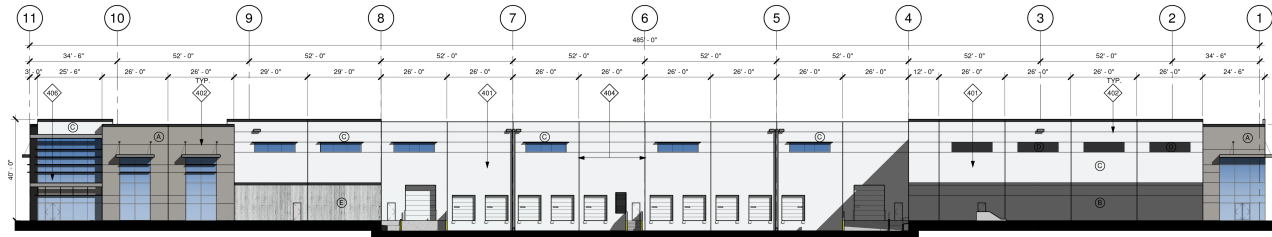
Source: Herdman. (2023). Site Plan

Exhibit 2-8: Project Site 2 Conceptual Plan
 City of Menifee
 Compass Northern Gateway

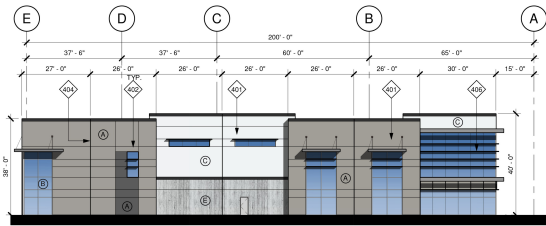


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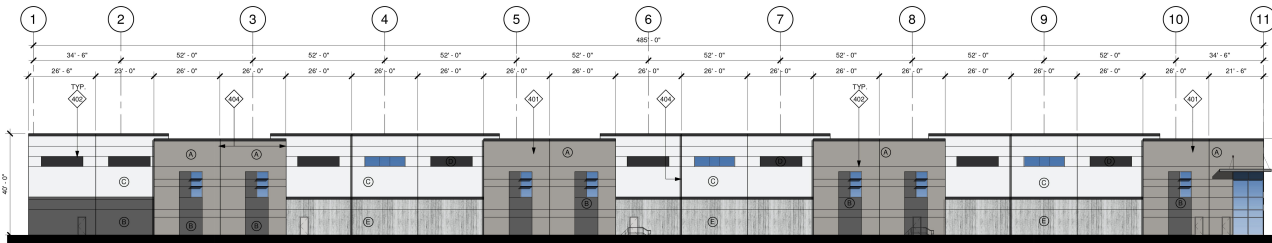




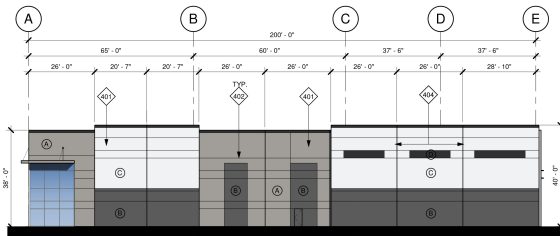
1 PROPOSED NORTH ELEVATION
1" = 20'-0"



2 PROPOSED EAST ELEVATION
1" = 20'-0"



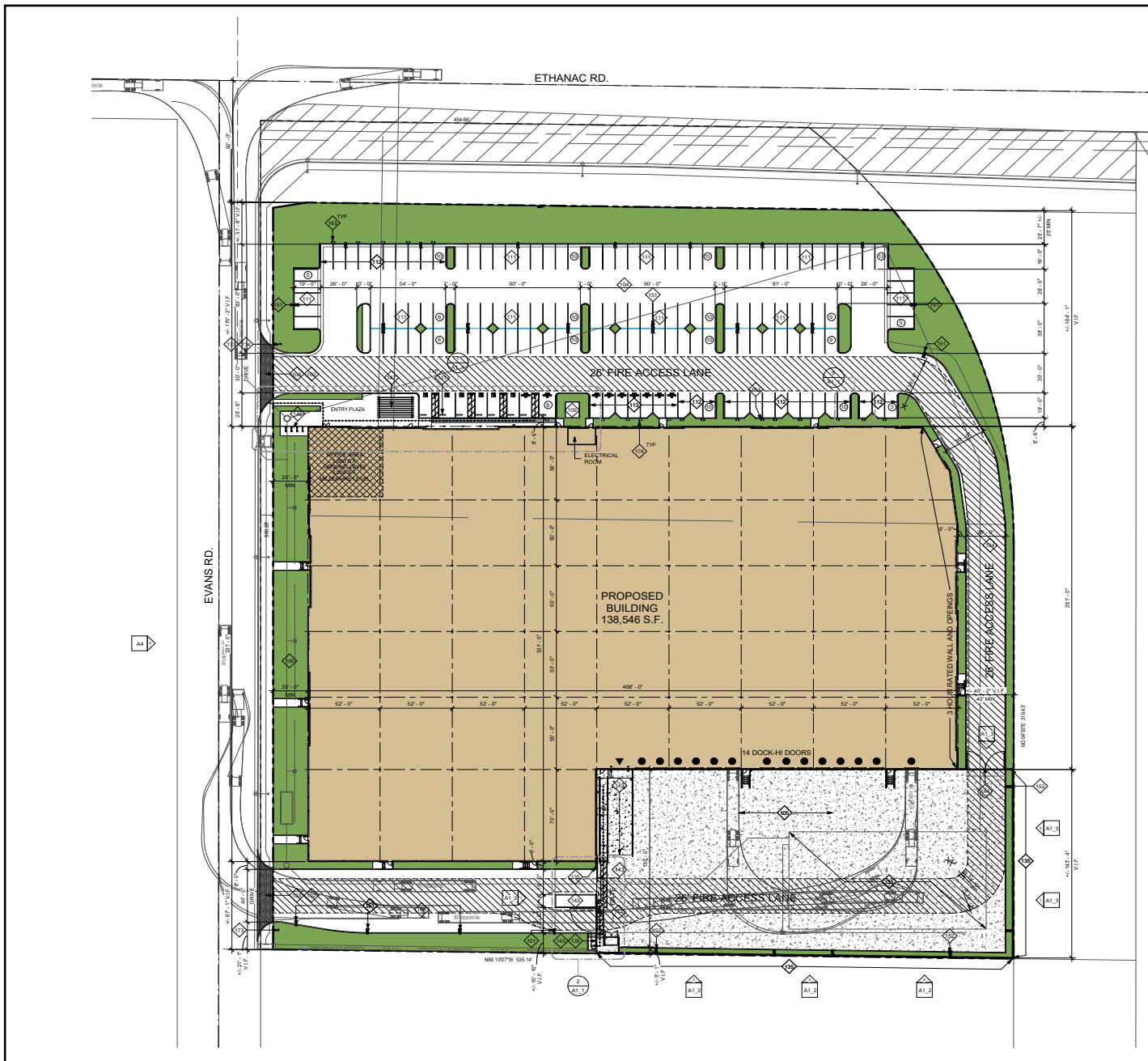
3 PROPOSED SOUTH ELEVATION
1" = 20'-0"



4 PROPOSED WEST ELEVATION
1" = 20'-0"

Source: Herdman. (2023) Exterior Elevations

Exhibit 2-9: Project Site 2 Conceptual Building Elevations
City of Menifee
Compass Northern Gateway



SITE AREA			
SQUARE FOOTAGE	ACRES		
GROSS	327656 SF	7.52	
NET	295988 SF	6.79	
FLOOR AREA RATIO			
BUILDING AREA	SITE AREA	FAR ALLOWABLE	FAR PROVIDED
138546 SF	295988 SF	100%	46.8%
BUILDING AREA SUMMARY			
NAME	AREA		
GROUND FLOOR			
WAREHOUSE	132546 SF		
OFFICE	3000 SF		
	135546 SF		
MEZZANINE			
OFFICE	3000 SF		
	3000 SF		
GROUND LEVEL + MEZZANINE			
WAREHOUSE	132546 SF		
OFFICE	6000 SF		
TOTAL BUILDING AREA	138546 SF		
LANDSCAPE AREA SUMMARY			
LOT AREA	% LANDSCAPING REQUIRED	AREA LANDSCAPING PROVIDED	% LANDSCAPING PROVIDED
295988 SF	10%	46903 SF	15.8%
TOTAL PARKING REQUIRED			
BUILDING USE	BUILDING AREA	PARKING RATIO 1/X	REQ. PARKING
OFFICE	6000 SF	300	20.00
WAREHOUSE	32546 SF	1500	21.70
WAREHOUSE	100000 SF	1000	100.00
TOTAL	138546 SF		141.70
REQUIRED PARKING BREAKDOWN			
SPACE TYPE	SPACES REQUIRED		
STANDARD STALLS	112		
STANDARD ACCESSIBLE STALLS	5		
VAN ACCESSIBLE STALLS	0		
EV CAPABLE STALL (w/o EVSE)	19		
EVCS (EV CAPABLE STALL w/ EVSE)	4		
STANDARD ACCESSIBLE EVCS (EV CAPABLE STALL w/ EVSE)	1		
VAN ACCESSIBLE EVCS (EV CAPABLE STALL w/ EVSE)	1		
TOTAL	142		
PARKING PROVIDED			
SPACE TYPE	SPACES PROVIDED		
STANDARD STALLS	113		
STANDARD ACCESSIBLE STALLS	5		
VAN ACCESSIBLE STALLS	1		
EV CAPABLE STALL (w/o EVSE)	26		
EVCS (EV CAPABLE STALL w/ EVSE)	7		
STANDARD ACCESSIBLE EVCS (EV CAPABLE STALL w/ EVSE)	1		
VAN ACCESSIBLE EVCS (EV CAPABLE STALL w/ EVSE)	1		
TOTAL	154		

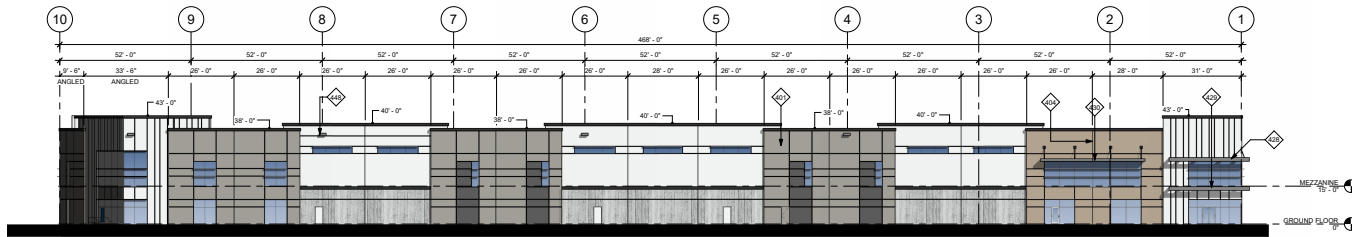
Source: Herdman. (2023). Proposed Site Plan

Exhibit 2-10: Project Site 3 Conceptual Plan
 City of Menifee
 Compass Northern Gateway

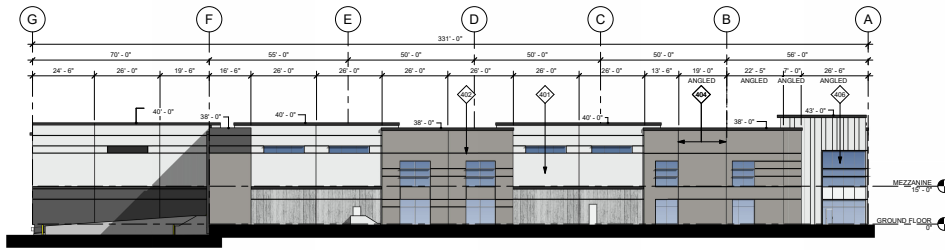


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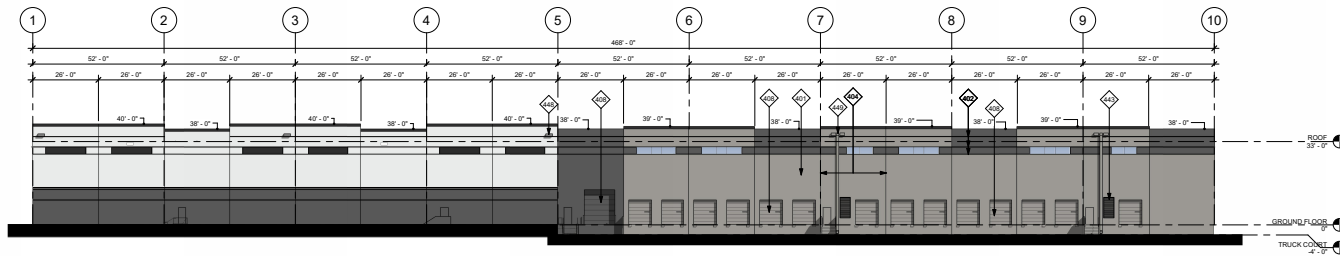
Kimley»Horn



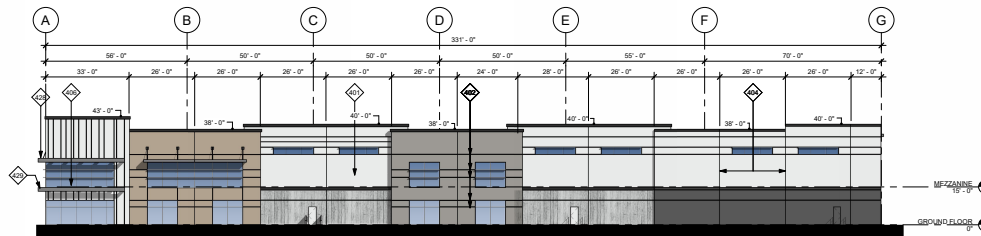
1 PROPOSED NORTH ELEVATION
1" = 20'-0"



2 PROPOSED EAST ELEVATION
1" = 20'-0"



3 PROPOSED SOUTH ELEVATION
1" = 20'-0"



Source: Herdman. (2023). Exterior Elevations

Exhibit 2-11: Project Site 3 Conceptual Building Elevations
City of Menifee
Compass Northern Gateway

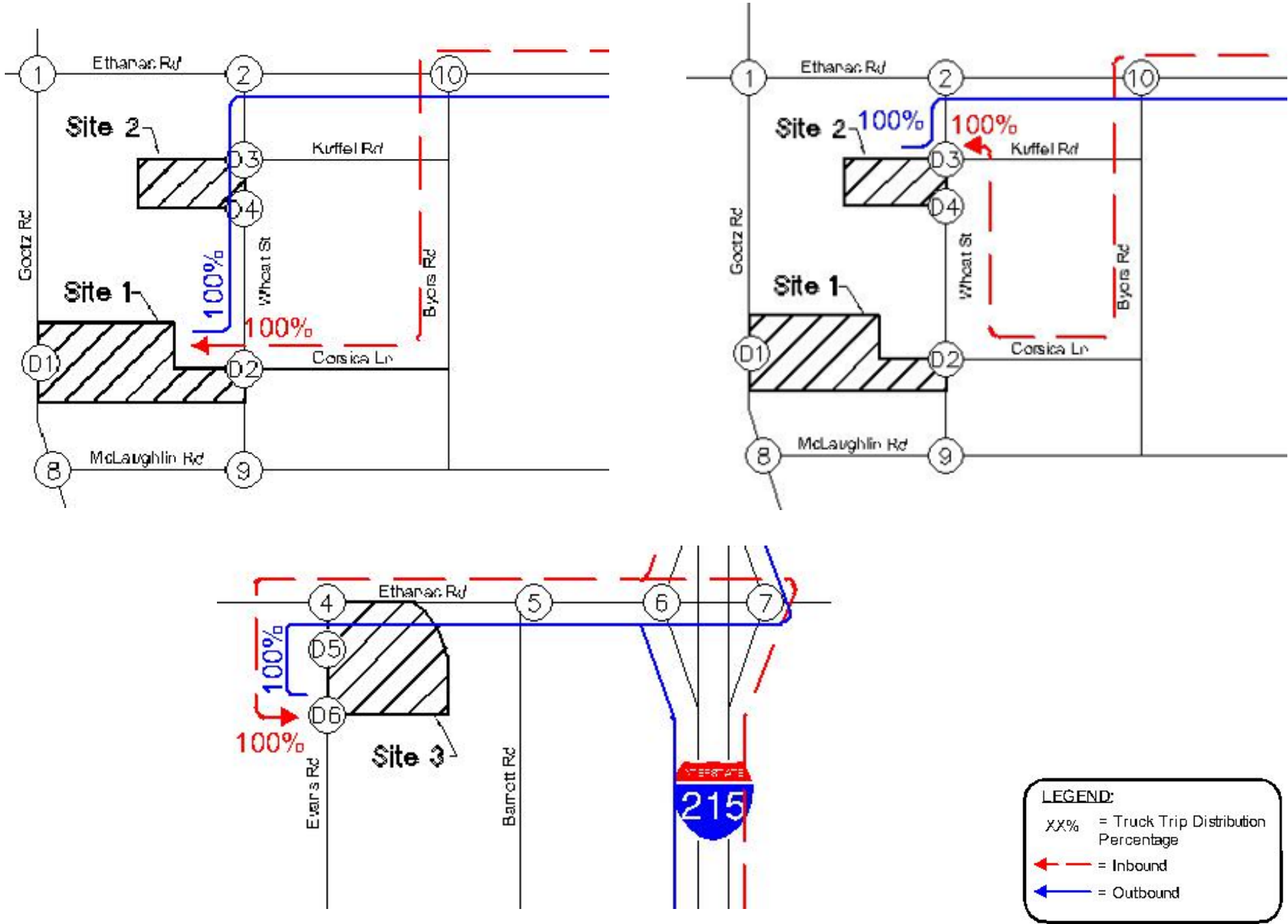


Exhibit 2-15: Project Truck Access
 City of Menifee
 Compass Northern Gateway



Not to Scale

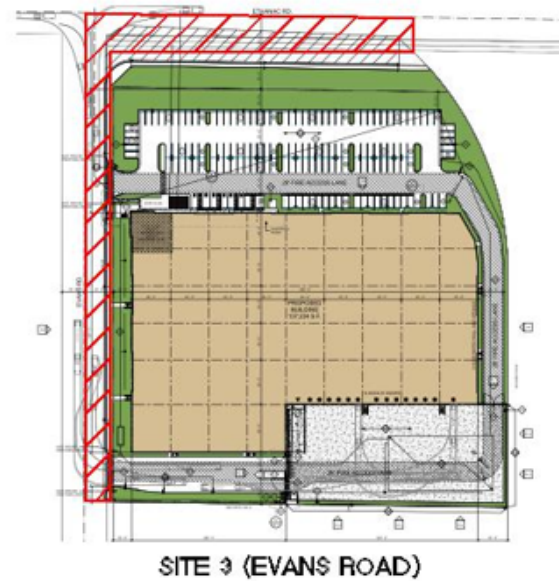
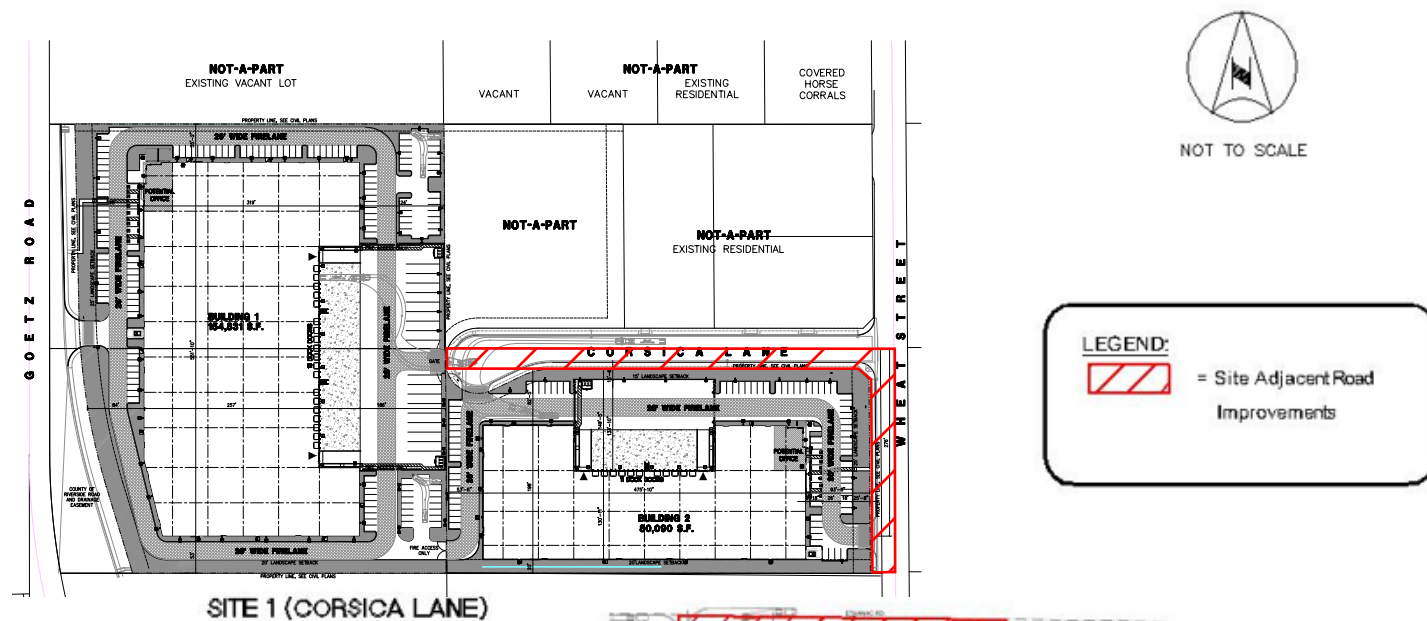


Exhibit 2-16: Off-site Circulation Improvements
City of Menifee
Compass Northern Gateway



3.0 BASIS OF CUMULATIVE ANALYSIS

3.1 Introduction

A project's cumulative impact is "an impact to which that project contributes and to which other projects contribute as well. The project must make some contribution to the impact; otherwise, it cannot be characterized as a cumulative impact of that project."¹ Under the California Environmental Quality Act's (CEQA) cumulative impact analysis requirements, the pertinent question is not whether there is a significant cumulative impact but whether the effects of an individual project are cumulatively considerable. Thus, the analysis must assess whether the additional amount of impact resulting from the Compass Northern Gateway (Project) should be considered significant in the context of the existing cumulative effect. Importantly, this does not mean that any contribution to a cumulative impact should be considered cumulatively considerable. The Project is comprised of three detached sites referred to as "Project Site 1," "Project Site 2," and "Project Site 3," but when not referring to each site separately, these three sites will be referred to hereafter as the "Project" or "Project Sites."

State CEQA Guidelines § 15355 provides the following definition of cumulative impacts:

"Cumulative impacts" refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

- a) The individual effects may be changes resulting from a single project or a number of separate projects.
- b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

State CEQA Guidelines § 15130(a) further addresses the discussion of cumulative impacts, as follows:

- 1) As defined in § 15355, a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. An EIR should not discuss impacts which do not result in part from the project evaluated in the EIR.
- 2) When the combined cumulative impact associated with the project's incremental effect and the effects of other projects is not significant, the EIR shall briefly indicate why the cumulative impact is not significant and is not discussed in further detail in the EIR. A lead agency shall identify facts and analysis supporting the lead agency's conclusion that the cumulative impact is less than significant.
- 3) An EIR may determine that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. A project's contribution is less than cumulatively considerable if the project is required to implement or fund its fair share

¹ *Sierra Club v. West Side Irrigation Dist.* (2005) [128 Cal.App.4th 690](#), 700.

of a mitigation measure or measures designed to alleviate the cumulative impact. The lead agency shall identify facts and analysis supporting its conclusion that the contribution will be rendered less than cumulatively considerable.

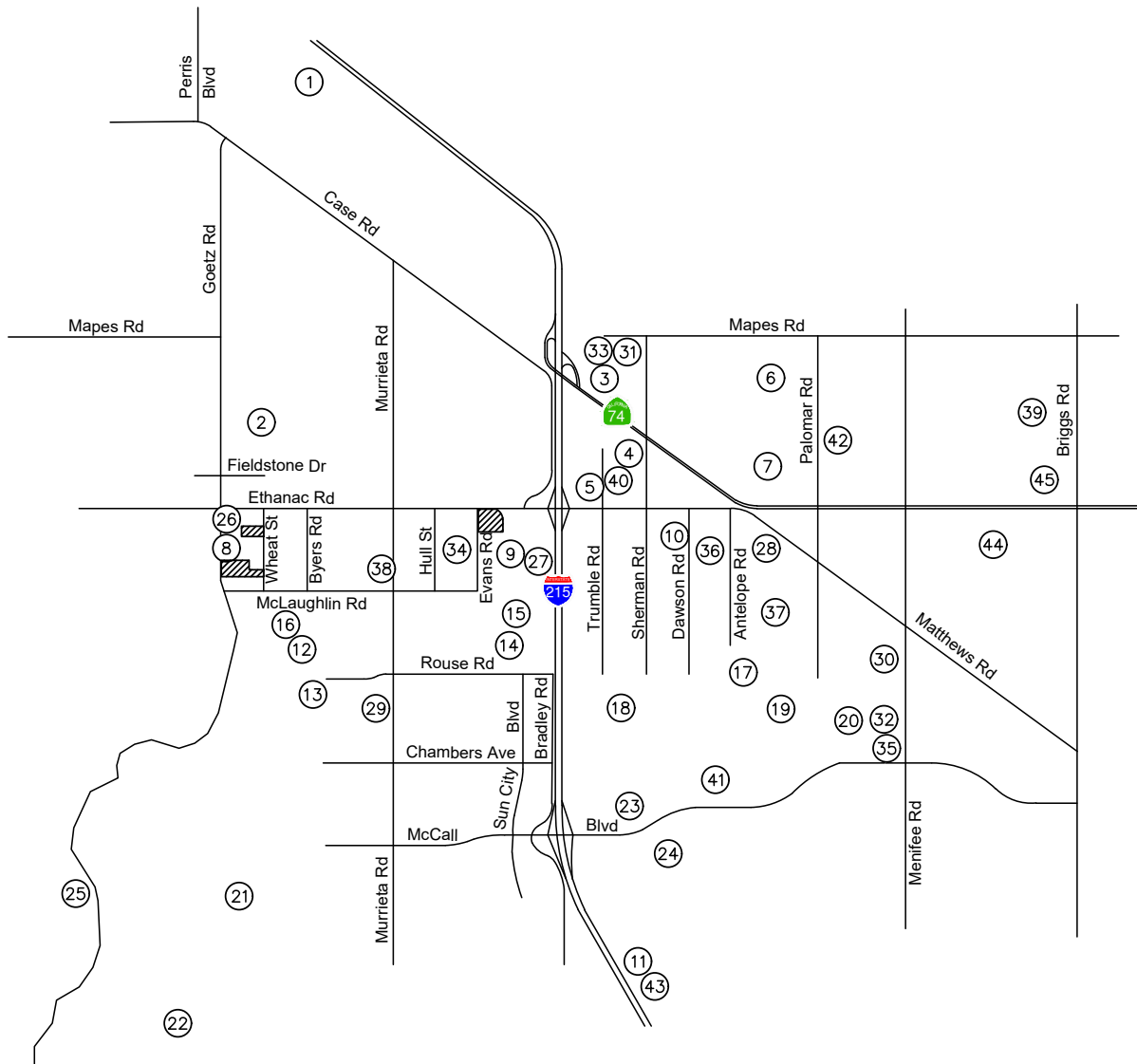
Pursuant to State CEQA Guidelines § 15130(b), the discussion of cumulative impacts shall be guided by the standards of practicality and reasonableness, and should include the following elements:

- 1) Either:
 - A. A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the Agency, or
 - B. A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projects may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency.
- 2) When utilizing a list, as suggested in paragraph (1) of subdivision (b), factors to consider when determining whether to include a related project should include the nature of each environmental resource being examined, the location of the project and its type. Location may be important, for example, when water quality impacts are at issue since projects outside the watershed would probably not contribute to a cumulative effect. Project type may be important, for example, when the impact is specialized, such as a particular air pollutant or mode of traffic.
- 3) Lead agencies should define the geographic scope of the area affected by the cumulative effect and provide a reasonable explanation for the geographic limitation used.
- 4) A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available.
- 5) A reasonable analysis of the cumulative impacts of the relevant projects, including examination of reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects.

3.2 Cumulative Projects List

The cumulative study area varies from one environmental topic to another depending upon the nature of impacts related to the topic. For example, cumulative aesthetic considerations encompass only the surrounding areas with direct views of the Project site, while air quality is a regional issue that is analyzed on a broader scale, and greenhouse gas emissions are analyzed on an even broader scale. To determine the Project's potential cumulative impacts, this EIR includes the use of a list of past, present, and future projects obtained from the cities of Menifee and Perris and Riverside County prior to the issuance of the EIR's Notice of Preparation. Refer to **Table 3-1: List of Cumulative Projects** and **Exhibit 3-1: Location of Cumulative Projects**.

The cumulative impacts analyses are provided in **Sections 4.1** through **4.15**. These analyses describe the potential environmental changes to the existing physical conditions that may occur as a result of the Project together with the cumulative projects listed in **Table 3-1**. Not all related projects would contribute to significant cumulative impacts for each topical area. For example, not all related projects would have visual impacts. The cumulative impact analyses in each topical area provides an evaluation of the cumulative projects and how these would contribute to cumulative impacts. Some of the impacts are very site-specific and would not compound the impacts associated with the Project. In other cases, short-term impacts would not contribute to cumulative impacts because the construction of the cumulative project and the development of the Project would not occur in the same time period or be near to each other.



LEGEND:



-  = Project Site
-  = Cumulative Project

Exhibit 3-1: Location of Cumulative Projects
 City of Menifee
 Compass Northern Gateway



Not to Scale

Table 3-1: List of Cumulative Projects

Proj #	Location	Land Use	Quantity	Units	Trip Generation Estimates							
					Daily	AM Peak Hour			PM Peak Hour			
						In	Out	Total	In	Out	Total	
1	Industrial Warehouse Building	Warehousing	2,300.000	KSF	5,546	419	125	544	160	416	576	
2	Green Valley	Single-Family Detached Housing	623	DU	5,881	115	346	461	389	228	617	
		Multifamily Housing (Mid-Rise)	842	DU	4,580	79	224	303	226	145	371	
3	On-Deck	Convenience Market w/ Gasoline Pumps	6	Fueling Position	1,935	62	62	124	69	69	138	
		Pass-by Trips (AM: 63%, PM:66%)					-39	-39	-78	-46	-46	-91
		Hotel	108	Room	903	30	21	51	33	32	65	
		Quality Restaurant	5.500	KSF	461	3	1	4	29	14	43	
		Pass-by Trips (PM:44%)								-13	-6	-19
		Fast-Food Restaurant w/o Drive-thru	3.000	KSF	1,039	45	30	75	43	43	86	
		Automated Car Wash	4.500	KSF	734	26	15	41	32	32	64	
Sub Total					5,072	127	90	217	148	138	286	
4	Paragon Framing	High-Cube Short-Term Storage	5.000	KSF	7	0	0	0	0	0	0	
		General Office Building	5.454	KSF	53	5	1	6	1	5	6	
5	Perris Travel Center	Gasoline Station w/ Convenience Market	16	Fueling Position	3,286	102	98	200	114	110	224	
6	MR-27 LLC (Rancon)	Single-Family Detached Housing	172	DU	1,624	32	95	127	107	63	170	
7	Motte Country Plaza	Shopping Center	4.888	KSF	185	3	2	5	9	10	19	
		Pass-by Trips (PM:34%)								-3	-3	-6
		Sub Total					185	3	2	5	6	7
8	Capstone Warehouse	Warehousing	700.037	KSF	4,716	517	122	639	343	536	879	
9	Ethanac Square	Automated Car Wash	2.080	KSF	339	12	7	19	15	15	30	
		Convenience Market w/ Gasoline Pumps	4	Fueling Position	1,290	42	42	84	46	46	92	
10	Menifee Commerce Center	Warehousing	1,640.130	KSF	9,474	964	249	1,213	633	999	1,632	
11	Villago Villas	Multifamily Housing (Low-Rise)	24	DU	176	3	8	11	8	5	13	
12	Cimarron Ridge	Single-Family Detached Housing	756	DU	7,137	140	420	560	472	277	749	
13	Valley Blvd Tract Map	Single-Family Detached Housing	68	DU	642	13	38	51	42	25	67	
14	Sagewood (DR Horton)	Single-Family Detached Housing	174	DU	1,643	32	97	129	109	64	173	
15	McLaughlin Village	Single-Family Detached Housing	126	DU	1,189	23	70	93	79	46	125	
16	TTM 38128	Single-Family Detached Housing	96	DU	906	18	53	71	60	35	95	
17	Talavera (KB Homes)	Single-Family Detached Housing	173	DU	1,633	32	96	128	108	63	171	
18	Legado	Single-Family Detached Housing	1,022	DU	9,648	189	567	756	638	374	1,012	
19	Underwood (KB Homes)	Single-Family Detached Housing	543	DU	5,126	100	301	401	339	199	538	

Proj #	Location	Land Use	Quantity	Units	Trip Generation Estimates							
					Daily	AM Peak Hour			PM Peak Hour			
						In	Out	Total	In	Out	Total	
20	Remington/McCall Mesa	Single-Family Detached Housing	264	DU	2,492	49	147	196	165	97	262	
21	Stonegate (Enclave)	Single-Family Detached Housing	177	DU	1,671	33	98	131	110	65	175	
22	Skyview (Woodside Homes)	Single-Family Detached Housing	246	DU	2,322	46	137	183	154	90	244	
23	McCall-Encanto Gas Station	Gasoline Station w/ Convenience Market	12	Fueling Position	2,766	168	168	336	138	138	276	
		Fast-Food Restaurant w/ Drive-thru	3.900	KSF	1,837	80	77	157	66	61	127	
		Automated Car Wash	1.040	KSF	148	0	0	0	7	7	14	
		Sub Total				4,751	248	245	493	211	206	417
24	McCall Plaza	Convenience Market w/ Gasoline Pumps	2	Fueling Position	645	21	21	42	23	23	46	
		Pass-by Trips (AM: 63%, PM:66%)					-13	-13	-26	-15	-15	-30
		Shopping Center	1	KSF	38	1	0	1	2	2	4	
		Quality Restaurant	3.100	KSF	260	2	0	2	16	8	24	
		Pass-by Trips (PM:44%)								-7	-4	-11
		Fast-Food Restaurant w/o Drive-thru	3.2	KSF	1,108	48	32	80	45	45	90	
		Automated Car Wash	2.080	KSF	339	12	7	19	15	15	30	
Sub Total				2,390	71	47	118	79	74	153		
25	Quail Hills	Single-Family Detached Housing	152	DU	1,435	28	84	112	95	56	151	
26	Goetz/Ethanac Commercial	Convenience Market w/ Gasoline Pumps	8	Fueling Position	2,580	83	83	166	92	92	184	
		Pass-by Trips (AM: 63%, PM:66%)					-52	-52	-105	-61	-61	-121
		Discount Home Furnishing Superstore	3	KSF	58	1	1	2	2	2	4	
		Shopping Center	7.040	KSF	266	4	3	7	13	14	27	
		Pass-by Trips (PM:34%) Retail Only								-4	-5	-9
Sub Total				2,904	36	35	70	42	43	84		
27	Barnett Warehouse	Warehousing	251.780	KSF	607	46	14	60	17	45	62	
28	Nova Battery Storage	General Light Industrial	3.10	Employees	16	3	1	4	1	3	4	
29	Vista Ridge Apartments	Multifamily Housing (Mid-Rise)	30	DU	163	3	8	11	8	5	13	
30	LDW TTM 38346	Multifamily Housing (Mid-Rise)	162	DU	881	15	43	58	43	28	71	
31	Mapes and Sherman Warehouse	Warehousing	277.578	KSF	669	51	15	66	19	50	69	
32	The Village at Junipero	Multifamily Housing (Mid-Rise)	240	DU	1,306	23	64	87	64	41	105	
33	United Carports Warehouse	Warehousing	58.643	KSF	141	11	3	14	4	11	15	
34	Northern Gateway Commerce Center	Warehousing	1,316.741	KSF	3,176	243	71	314	93	242	335	

Proj #	Location	Land Use	Quantity	Units	Trip Generation Estimates							
					Daily	AM Peak Hour			PM Peak Hour			
						In	Out	Total	In	Out	Total	
35	McCall Square	Shopping Center	84.200	KSF	3,179	49	30	79	154	167	321	
		Mini-Warehouse	150.541	KSF	218	8	6	14	11	12	23	
36	Motte Business Center	High-Cube Fulfillment Center - Non-Sort	1,138.638	KSF	2,308	156	37	193	79	125	204	
37	McLaughlin San Jacinto Warehouses	Warehousing	491.467	KSF	1,185	89	27	116	34	89	123	
38	Ares Warehouse on Murrieta	Warehousing	551.685	KSF	1,330	100	30	130	38	100	138	
39	TR 38133	Single-Family Detached Housing	145	DU	1,369	27	80	107	90	53	143	
40	Trumble and Watson Warehouse	Warehousing	327.631	KSF	790	60	18	78	23	59	82	
41	Cypress and Sands Apartments	Multifamily Housing (Mid-Rise)	136	DU	740	13	36	49	36	23	59	
42	TR 38132	Multifamily Housing (Mid-Rise)	173	DU	941	16	46	62	46	30	76	
43	Kensington Apartments	Multifamily Housing (Mid-Rise)	221	DU	1,202	21	59	80	59	38	97	
44	Menifee Valley SP (Brookfield) ¹	Phase 1 (742 Residential DU, 54 KSF Recreational Community Center, 3.12 MSF of Industrial Uses)	--	--	20,719	1,086	799	1,885	1,132	1,104	2,236	
		Phases 2 and 3 (976 Residential DU, an Elementary School, 120 KSF Recreational Community Center, 2.3 MSF of Industrial Uses, 560 KSF of Commercial Uses)	--	--	36,817	1,428	1,170	2,598	1,768	1,768	3,536	
		Sub Total Trips for Menifee Valley SP				57,536	2,514	1,969	4,483	2,900	2,872	5,772
45	Harvest Glen Marketplace	Convenience Market w/ Gasoline Pumps	16	Fueling Position	5,160	166	166	332	184	184	368	
		Pass-by Trips (AM: 63%, PM:66%)					-105	-105	-209	-121	-121	-243
		Fast-Food Restaurant w/ Drive-thru	1.102	KSF	519	23	22	45	19	17	36	
		Fast-Food Restaurant w/o Drive-thru	3.268	KSF	1,131	49	33	82	46	46	92	
		Automated Car Wash	3.000	KSF	489	17	10	27	21	21	42	
Sub Total				7,299	150	126	277	149	147	295		
Total Project Trips					173,174	7,076	6,527	13,603	8,766	8,566	17,332	
Notes: ¹ Traffic Study for Menifee Valley Specific Plan (prepared by LSA; November 2022). Due to the expected Opening Year of the proposed project and the Opening Years for Phases 1, 2, and 3 for the Menifee Valley Specific Plan, only Phase 1 was included in the Cumulative analysis. The trips for Phases 2 and 3 are provided for informational purposes only. DU = Dwelling Unit, KSF = 1,000 square feet, FP = Fueling Position												

4.0 ENVIRONMENTAL IMPACT ANALYSIS

4.0.1 Approach to Environmental Analysis

Organized by environmental resource category, this section provides an integrated discussion of the affected environment including regulatory and environmental settings and environmental impacts and mitigation measures to reduce or avoid potentially significant impacts associated with the implementation of the Compass Northern Gateway (Project). The Project is comprised of three detached sites referred to as “Project Site 1,” “Project Site 2,” and “Project Site 3,” but when not referring to each site separately, these three sites will be referred to hereafter as the “Project” or “Project Sites.”

Section 5.0: Additional CEQA Considerations, discusses mandatory findings of significance and other required California Environmental Quality Act (CEQA) topics.

4.0.2 Section Content and Definition of Terms

The environmental setting, impacts, and mitigation measures related to each environmental impact area are described in **Sections 4.1** through **4.15**. **Section 4.0** is organized into the following environmental topic areas:

- Section 4.1: Aesthetics
- Section 4.2: Air Quality
- Section 4.3: Biological Resources
- Section 4.4: Cultural Resources
- Section 4.5: Energy
- Section 4.6: Geology and Soils
- Section 4.7: Greenhouse Gas Emissions
- Section 4.8: Hazards and Hazardous Materials
- Section 4.9: Hydrology and Water Quality
- Section 4.10: Land Use and Planning
- Section 4.11: Noise
- Section 4.12: Public Services
- Section 4.13: Transportation
- Section 4.14: Tribal Cultural Resources
- Section 4.15: Utilities and Service System

The environmental issues related to agriculture and forestry resources, mineral resources, population and housing, recreation, and wildfire were found to result in no impacts or less than significant impacts; see **Section 7.0: Effects Found Not to be Significant**. Each potentially significant environmental issue area is addressed in a separate environmental impact report (EIR) section (**4.1** through **4.15**) and is organized into the following subsections:

- **“Introduction”** briefly introduces the section’s purpose, environmental issues that would be addressed, and key source documentation used to prepare the analysis.
- **“Environmental Setting”** provides an overview of the existing physical environmental conditions in the study area that could be affected by implementation of the Project.
- **“Regulatory Setting”** identifies the plans, policies, laws, and regulations that are relevant to each resource area and describes permits and other approvals necessary to implement the Project. As noted above, the EIR needs to address possible conflicts between the Project and the

requirements of federal, State, regional, or local agencies, including consistency with adopted land use plans, policies, or other regulations for the area. Therefore, this subsection summarizes or lists the potentially relevant policies and objectives, such as from the applicable City of Menifee General Plan and Municipal Code.

- **“Impact Thresholds and Significance Criteria”** provides the criteria used in this document to define the level at which an impact would be considered significant in accordance with CEQA. Significance criteria used in this EIR are based on the checklist presented in Appendix G of the State CEQA Guidelines, factual or scientific information and data, and regulatory standards of federal, state, regional, and local agencies.
- **“Impacts and Mitigation Measures”** are listed numerically and sequentially throughout each section. A bold font impact statement precedes the discussion of each impact and provides a summary of each impact and its level of significance. The discussion that follows the impact statement includes the analysis on which a conclusion is based regarding the level of impact.
- **“Cumulative Impacts”** identifies potential environmental impacts of past, present, and reasonably foreseeable future projects, in combination with the Project.
- **“Significant Unavoidable Impacts”** describes impacts that would be significant and cannot be feasibly mitigated to less than significant, and thus would be unavoidable. To approve a project with unavoidable significant impacts, the lead agency must adopt a Statement of Overriding Considerations. In adopting such a statement, the lead agency is required to balance the benefits of a project against its unavoidable environmental impacts in determining whether to approve the project. If a project’s benefits are found to outweigh the unavoidable adverse environmental effects, the adverse effects may be considered “acceptable” (State CEQA Guidelines § 15093(a)).
- **“References”** identifies the sources used in and throughout the subsection.

The level of impact of the Project is determined by comparing estimated effects with baseline conditions, in light of the thresholds of significance identified in the EIR. Under CEQA, the existing environmental setting normally represents baseline conditions against which impacts are compared to determine significance. The environmental baseline is typically set as the date of Notice of Preparation distribution, unless more recent data is determined appropriate for utilization in the EIR. Project component-specific analyses are conducted to evaluate each potential impact on the existing environment. This assessment also specifies why impacts are found to be significant, potentially significant, or less than significant, or why there is no environmental impact.

“Mitigation Measures” are recommended where feasible to avoid, minimize, offset, or otherwise compensate for significant and potentially significant impacts of the Project, in accordance with the State CEQA Guidelines (§ 15126.4). Each mitigation measure is identified by resource area, numerically, and sequentially. For example, mitigation measures in **Section 4.2: Air Quality**, are numbered AQ-1, AQ-2, and so on. Pursuant to CEQA, the EIR provides a brief discussion of potential significant impacts of a given mitigation measure, if applicable.

A significant effect on the environment is defined for CEQA purposes as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the Project. A potentially significant impact is one that, if it were to occur, would be considered a significant impact; however, the occurrence of the impact is uncertain. A “potentially significant” impact and “significant” impact are treated the same under CEQA in terms of procedural requirements and the need to identify feasible mitigation. A “less than significant” impact is one that would not result in a substantial adverse change in the physical environment (applicable significance thresholds would not be exceeded in consideration of Project design features and existing laws, ordinances, standards, or regulations).

Both direct and indirect effects of the Project are evaluated for each environmental resource area. Direct effects are those that are caused by the action and occur at the same time and place. Indirect effects are reasonably foreseeable consequences that may occur at a later time or at a distance that is removed from the Project area, such as growth-inducing effects and other effects related to changes in land use patterns, population density, or growth rate, and related effects on the physical environment.

Cumulative impacts are discussed throughout **Section 4.0** at the end of each individual resource section.

As authorized under CEQA, there are no mitigation measures proposed when there is “no impact” or the impact is determined to be “less than significant” prior to mitigation. Where sufficient feasible mitigation is not available to reduce impacts to a less than significant level, the impacts are identified as remaining “significant and unavoidable.”

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4.1 AESTHETICS

4.1.1 Introduction

This section describes the existing regulatory framework and environmental conditions related to aesthetics and other visual resources in the vicinity of the Compass Northern Gateway (Project) and identifies potential impacts to aesthetics that could result from construction and operation of Project buildout, which includes the development of four buildings with associated facilities and improvements such as, loading dock doors, on-site landscaping, and related on-and off-site improvements (roadway, sewer, storm drain, utilities). The Project is comprised of three detached sites referred to as “Project Site 1,” “Project Site 2,” and “Project Site 3,” but when not referring to each site separately, these three sites will be referred to hereafter as the “Project” or “Project Sites”. Since the release of the Notice of Preparation (NOP) on January 13, 2023, the Project’s design has changed. More specifically, APN 330-180-029 was removed from Project Site 1, and thus reduced the total proposed buildings from three to two, totaling 234,921 square feet (SF). However, to be conservative, this EIR (where applicable) analyzes the previous square footage of 265,821 SF between three buildings.

This section discusses the visual changes that would occur upon Project implementation and recommends mitigation measures to avoid and/or reduce the significance of impacts, if warranted. Aesthetic and other visual resources include both natural and built environments. Impacts are discussed in terms of the changes that would result from Project implementation and includes analysis of adverse effects on a scenic vista(s), changes to scenic resources (e.g., trees, rock outcroppings, or historic buildings) within a state scenic highway, and/or degradation of the sites or the surrounding visual character. Impacts could also result from the creation of a new source of substantial light or glare.

This section and environmental discussion use information from the following City of Menifee (City) documents:

- City of Menifee General Plan (Menifee GP)
- City of Menifee Municipal Code (Menifee MC)
- City of Menifee GP Final Environmental Impact Report (EIR)

Visual Resource Concepts and Terminology

Viewers may have different responses when viewing a landscape due to the viewer’s values, familiarity, concern, or expectations of the scenic quality of that landscape. Because each viewer’s values and attachment to a landscape is unique, visual changes to that landscape inherently affect viewers differently. Nonetheless, generalizations about viewer sensitivity to visual changes and scenic quality can be presumed. Recreational users generally have a higher concern for scenery and landscape character compared to people commuting daily through the same landscape. Commuters generally have a moderate concern for scenery. People working at an industrial site generally have a lower concern for scenic quality or visual changes to a landscape. The visual sensitivity for travelers navigating through a landscape is affected by the travel speed at which they are traveling, the landscape they are viewing, and

the area they are in, for example, an interstate or scenic highway. Other considerations may include changes as seen by viewers from hiking trails or stationary viewers from a residence.

The visual sensitivity of a viewer is also affected by variables such as the viewing distance to the landscape. For example, a project feature or natural environment can be perceived differently depending on distance. Greater detail of an object or landscape is visible at a lesser distance. In these instances, changes to the viewed object have a greater potential to influence the visual quality of the object because changes to form or scale (the object's relative size in relation to the viewer) are more noticeable. When the same object is viewed at background distances, details may be imperceptible while changes to the overall forms of terrain and vegetation may be evident. In the middle ground, some detail is evident (e.g., the foreground), and landscape elements are seen in context with landforms and vegetative patterns (e.g., the background). Nonetheless, changes in views from all distances can result in negative consideration from viewers.

Specific terms and concepts are used to assess the visual elements, aesthetic setting, and potential for a project to have effects on visual resources. These terms are included in the discussions throughout this section and are listed below.

Scenic Vista. An area that is designated, signed, and accessible to the public for the express purposes of viewing and sightseeing. This includes any such areas designated by a federal, state, or local agency.

Scenic Highway. Any stretch of public roadway that is designated as a scenic corridor by a federal, state, or local agency.

Sensitive Receptors. Viewer responses to visual settings are inferred from a variety of factors, including distance, viewing angle, types of viewers, number of viewers, duration of view, and viewer activities. The viewer type and associated viewer sensitivity are distinguished among project viewers in recreational, residential, commercial, military, and industrial areas. Viewer activities can range from a circumstance that encourages a viewer to observe the surroundings more closely (such as recreational activities) to one that discourages close observation (such as commuting in heavy traffic). Viewers in recreational areas are considered to have high sensitivity to visual resources. Residential viewers generally have moderate sensitivity but extended viewing periods. Viewers in commercial, military, and industrial areas are generally considered to have low sensitivity.

Viewshed. A project's viewshed is the surrounding geographic area from which the project is likely to be seen, based on topography, atmospheric conditions, land use patterns, and roadway orientations. "Project viewshed" is used to describe the area surrounding a project site where a person standing on the ground or driving a vehicle can view the project site.

Visual character typically consists of landforms, vegetation, water features, and cultural modifications that impart an overall visual impression of an area's landscape. Scenic areas typically include open space, landscaped corridors, and viewsheds. Visual character is influenced by many different landscape attributes including color contrasts, landform prominence, repetition of geometric forms, and uniqueness of textures among other characteristics.

4.1.2 Environmental Setting

Visual Setting

Project Site 1 (Corsica Lane) DEV2022-010

Project Site 1 is located on three separate accessor parcel numbers (APN: 330-180-010, -046, and -006) and is generally located between Goetz Road and Wheat Street in the City of Menifee. Project Site 1 is bisected by Corsica Lane and generally bounded by a Southern California Edison (SCE) public utility corridor and McLaughlin Road to the south; single-family residential uses, vacant land, Aaron Alan Drive, and Ruffian Road to the north; Goetz Road with single family residences beyond to the west; and Wheat Street to the east. Refer to **Section 2.0, Project Description, Exhibit 2-2: Local Vicinity Map**.

Views of Project Site 1 are primarily available to motorists on Goetz Road, Ethanac Road, Wheat Street, and McLaughlin Road. Goetz Road and Wheat Street provide a connection between Ethanac Road and McLaughlin Road. Project Site 1 is located approximately 1.7 miles (8,976 feet) west of Interstate 215 (I-215) and could potentially be visible from this location. Project Site 1 is located approximately 2.18 miles (11,510.4 feet) southwest of State Highway (SH) 74, however existing uses would block views of Project Site 1 from this location.

The majority of Project Site 1 consists of vacant, undeveloped land on approximately 13.669 gross-acres. A portion of Corsica Lane are located on-site. Topographically, site elevations range from approximately 1474 feet above mean sea level (amsl) to 1456 amsl.

Irrigated landscaped areas for the site would be comprised of 106,203 square feet (SF) (17 percent of the site) of on-site landscaping which includes drought-tolerant shrubs and ground cover and evergreen and deciduous trees. The Project proposes approximately 231 trees to be planted, of which 10 would be specimen-size trees (36-inch box size or larger). Refer to **Section 2.0: Project Description, Exhibit 2-12: Project Site 1 Conceptual Landscape Plan**.

Project Site 2 (Wheat Street) DEV2022-012

Project Site 2 is north of Project Site 1. Project Site 2 is located on one parcel (APN: 330-180-012), or more specifically at 26201 Wheat Street in the City of Menifee. Project Site 2 consists of vacant land and includes the construction of one concrete tilt-up building totaling 87,770 SF, inclusive of 5,000 SF of office space and 4,500 SF of mezzanine, on approximately 4.72 gross acres. The building proposes a structural height of 40 feet and would include a total of 112 automobile parking spaces. Refer to **Section 2.0: Project Description, Exhibit 2-2: Local Vicinity Map, Exhibit 2-8: Project Site 2 Conceptual Plan and Exhibit 2.9: Project Site 2 Conceptual Building Elevations**.

Views of Project Site 2 are primarily available to travelers on Goetz Road, Ethanac Road, Wheat Street, Aaron Alan Drive, and Corsica Lane. Goetz Road and Wheat Street provide a connection between Ethanac Road and McLaughlin Road. Project Site 2 is located approximately 1.7 miles (8,976 feet) west of Interstate 215 (I-215) and could potentially be visible from this location. Project Site 2 is located approximately 2.07 miles (10,929.6 feet) southwest of SH 74, however existing industrial uses would block views of Project Site 2 from this location.

Project Site 2 is entirely undeveloped and relatively flat with an approximate elevation ranging from 1,440 feet amsl to 1,402 feet amsl in a west to north to north-west direction, respectively.

Irrigated landscaped areas for Project Site 2 would be comprised of 33,904 SF (16.5 percent of the site) of on-site landscaping, which would be comprised of drought-tolerant shrubs and ground cover and evergreen and deciduous trees. Approximately ninety-eight (98) trees are proposed to be planted. Project Site 2 would include five specimen-size trees. Refer to **Section 2.0: Project Description, Exhibit 2-13: Project Site 2 Conceptual Landscape Plan**.

Project Site 3 (Evans Road) DEV2022-018

Project Site 3 would include the construction of one concrete tilt-up building totaling 138,546 SF, inclusive of 3,000 SF of office space and 3,000 of mezzanine, on approximately 7.52 gross acres. The building proposes a structural height of 43 feet and would include a total of 154 automobile parking spaces. Refer to **Section 2.0: Project Description, Exhibit 2-2: Local Vicinity Map, Exhibit 2-10: Project Site 3 Conceptual Plan and Exhibit 2.11: Project Site 3 Conceptual Building Elevations**.

Project Site 3 is 7.52 gross-acres and consists of vacant land partially used for agricultural purposes in conjunction with the adjacent property to the south. Project Site 3 is relatively flat with an approximate elevation range of 1,425 feet amsl to 1,418 amsl from the west to northwest, respectively. Manure, presumed to be used during farming activity, is present at the northern portion of Project Site 3.

Views of Project Site 3 are primarily available to travelers on I-215, Ethanac Road, Evans Road, Barnett Road, and McLaughlin Road. Evans Road and Barnett Road provide a connection between Ethanac Road and McLaughlin Road. Project Site 3 is located approximately 0.37 mile (1,953.6 feet) west of I-215 and approximately 0.89 mile (4,699.2 feet) southwest of SH 74 and could potentially be visible from both these locations.

Irrigated landscaped areas for Project Site 3 would be comprised of 46,903 SF (15.8 percent of the site) of on-site landscaping, which would be comprised of drought tolerant shrubs and ground cover and evergreen and deciduous trees. Approximately ninety (90) trees are proposed to be planted, which include six specimen size trees. Refer to **Section 2.0: Project Description, Exhibit 2-14: Project Site 3 Conceptual Landscape Plan**.

Scenic Vistas

Project Sites 1, 2, and 3

Natural mountains provide scenic vistas for the City. The topography, and lack of dense vegetation or urban development provide scenic views throughout the City, including hillside areas, rock outcroppings, farmland, open space, gently sloping alluvial fans, and mountainous areas with steep slopes provide views of these features from public spaces. The San Jacinto Mountains are located to the northeast and east of

the City and Project; the San Bernardino Mountains to the north; the San Gabriel Mountains to the northwest; and the Santa Ana Mountains to the west and southwest.¹

The Menifee GP does not officially designate any scenic vistas near the Project. The Open Space and Conservation Element describes the steepest slopes and largest cluster of hillsides are located north of Menifee Lakes, this area is known as Menifee Mountain. Menifee Mountain is located approximately 3.87 miles southeast of Project Site 1; 3.97 miles from Project Site 2; and 3.16 miles from Project Site 3. Quail Valley also has a number of steep hillsides that influence development patterns in the area. Quail Valley is located approximately 0.5 mile southwest from Project Site 1; 0.88 mile from Project Site 2; and 2 miles from Project Site 3. The City's two tallest peaks-Quail Hill at 2,250 feet and Bell Mountain at 1,850 feet-are important landmarks. Quail Hill is located in Quail Valley, and Bell Mountain is located south of Menifee Lakes approximately 6.7 miles southeast of Project Site 1; 6.9 miles from Project Site 2; and 6.3 miles from Project Site 3.² Exhibit OSC-2 of the City's GP illustrates the City's significant slopes ([https://www.cityofmenifee.us/DocumentCenter/View/1083/ExhibitOSC-2 SignificantSlopes HD0913?bidId=](https://www.cityofmenifee.us/DocumentCenter/View/1083/ExhibitOSC-2%20SignificantSlopes%20HD0913?bidId=)). The closest prominent peaks to the Project include Menifee Mountain located to the southeast and Qual Valley located to the southwest.

Scenic Highways

Project Sites 1, 2, and 3

The Menifee GP identifies enhanced landscape corridors and scenic corridors in the City ([https://www.cityofmenifee.us/DocumentCenter/View/1061/Exhibit CD-2 Corridors HD0913?bidId=](https://www.cityofmenifee.us/DocumentCenter/View/1061/Exhibit_CD-2_Corridors_HD0913?bidId=)) and scenic highways refer to: ([https://www.cityofmenifee.us/DocumentCenter/View/1025/C-8-Scenic Highways HD0913?bidId=](https://www.cityofmenifee.us/DocumentCenter/View/1025/C-8-Scenic_Highways_HD0913?bidId=)). The Project Sites are not located directly adjacent to any scenic highways or scenic corridors. Additionally, there are no scenic highways officially designated by California Department of Transportation (Caltrans) in or near the City.³ Project Site 1 is located approximately 2.18 miles southwest of SH 74; Project Site 2 is approximately 2.07 miles from SH 74; and Project Site 3 is approximately 0.89 mile from SH 74. SH 74 is currently eligible for scenic highway designation by Caltrans; the eligible segment of SH 74 extends from I-5 (San Juan Capistrano) to SH 111 in Palm Desert.⁴

Light and Glare

Project Sites 1, 2, and 3

Light and glare sources around the Project Sites are typical to those found in semi-urban environments. Potential sources of light and glare could occur from the adjacent residential and industrial developments,

¹ City of Menifee. 2013. *Menifee General Plan Draft Environmental Impact Report, Section 5.1: Aesthetics*. Retrieved from: <https://www.cityofmenifee.us/DocumentCenter/View/1101/Ch-05-01-AE?bidId=> (accessed December 2022).

² City of Menifee. 2013. *Open Space and Conservation Element OSC-3: Natural Landforms*. Retrieved from: https://www.cityofmenifee.us/DocumentCenter/View/1081/3_OSC_Background-Documents_HD_0913?bidId= (accessed December 2022).

³ City of Menifee. 2013. *Menifee General Plan Draft Environmental Impact Report, Section 5.1: Aesthetics*. Retrieved from: <https://www.cityofmenifee.us/DocumentCenter/View/1101/Ch-05-01-AE?bidId=> (accessed December 2022).

⁴ Caltrans. 2018. California State Scenic Highway System Map. Retrieved from: <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca> (accessed December 2022).

as well as from vehicle headlights traveling on nearby roadways. There are streetlights located along Goetz Road west of Project Sites 1 and 2 and along Ethanac Road northeast of Project Site 3.

4.1.3 Regulatory Setting

State

California Department of Transportation

The California Scenic Highway Program (CSHP) was created in 1963 to preserve and protect scenic highway corridors from changes that would diminish the aesthetic value of lands adjacent to highways. Caltrans manages the CSHP and designates highways based on how much of the landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which views are compromised by development.

State laws governing State Scenic Highways are found in Streets and Highways Code §§ 260 to 263.⁵

Section 260 designates certain portions of the state highway system as state scenic highways to establish the State's responsibility for the protection and enhancement of California's natural scenic beauty.

Section 261 requires local government agencies to take the following actions to protect the scenic appearance of a scenic corridor:

- Regulate land use and density of development
- Provide detailed land and site planning
- Prohibit off-site outdoor advertising and control on-site outdoor advertising
- Pay careful attention to and control of earthmoving and landscaping
- Scrutinize the design and appearance of structures and equipment

Official designation requires a local jurisdiction to enact a scenic corridor protection program that protects and enhances scenic resources.

Section 262 designates the highway as an official state scenic highway and shall so indicate the highway in any publications of the department or in any maps issued by the department to the public. The department shall also maintain appropriate signs along the portions of the scenic highway system. The department, with the advice of the Departmental Transportation Advisory Committee, determines the corridor protection program of local government agencies and may revoke the designation and remove the signs of an official state scenic highway.

Section 263 provides the CSHP's Scenic Highway System List which identifies scenic highways that are either eligible for designation or have already been designated as such.

⁵ California Streets and Highways Code/Section 260-284. 2019. Retrieved from https://en.wikisource.org/wiki/California_Streets_and_Highways_Code/Section_260-284. (accessed December 2022).

Local

City of Menifee General Plan

Community Design Element

The City of Menifee's Community Design Element is intended to enhance the current community identity through the identification of design techniques, guidelines, and features that will enhance the visual character of the City and its neighborhoods. It serves as a practical guide to City leaders, developers, business owners, and residents as they provide direction to implement new projects in Menifee and is intended to stimulate design creativity in the City.⁶

Goals and policies from the Community Design Element applicable to the Project include:

- Goal CD-3** **Projects, developments, and public spaces that visually enhance the character of the community and are appropriately buffered from dissimilar land uses so that differences in type and intensity do not conflict.**
- Policy CD-3.1** Preserve positive characteristics and unique features of a site during the design and development of a new project; the relationship to scale and character of adjacent uses should be considered.
- Policy CD-3.3** Minimize visual impacts of public and private facilities and support structures through sensitive site design and construction. This includes, but is not limited to: appropriate placement of facilities; undergrounding, where possible; and aesthetic design (e.g., cell tower stealthing).
- Policy CD-3.5** Design parking lots and structures to be functionally and visually integrated and connected; off-street parking lots should not dominate the street scene.
- Policy CD-3.8** Design retention/detention basins to be visually attractive and well-integrated with any associated project and with adjacent land uses.
- Policy CD-3.9** Utilize Crime Prevention through Environmental Design (CPTED) techniques and defensible space design concepts to enhance community safety.
- Policy CD-3.10** Employ design strategies and building materials that evoke a sense of quality and permanence.
- Policy CD-3.12** Utilize differing but complementary forms of architectural styles and designs that incorporate representative characteristics of a given area.
- Policy CD-3.14** Provide variations in color, texture, materials, articulation, and architectural treatments. Avoid long expanses of blank, monotonous walls or fences.
- Policy CD-3.15** Require property owners to maintain structures and landscaping to high standards of design, health, and safety.

⁶ City of Menifee. 2013. *Menifee General Plan Community Design Element*. Retrieved from: <https://www.cityofmenifee.us/882/Community-Design-Element> (accessed December 2022).

- Policy CD-3.16** Avoid use of long, blank walls in industrial developments by breaking them up with vertical and horizontal façade articulation achieved through stamping, colors, materials, modulation, and landscaping.
- Policy CD-3.17** Encourage the use of creative landscape design to create visual interest and reduce conflicts between different land uses.
- Policy CD-3.19** Design walls and fences that are well integrated in style with adjacent structures and terrain and utilize landscaping and vegetation materials to soften their appearance.
- Policy CD-3.20** Avoid the blocking of public views by solid walls.
- Policy CD-3.22** Incorporate visual buffers, including landscaping, equipment and storage area screening, and roof treatments, on properties abutting either Interstate 215 or residentially designated property.
- Goal CD-5** **Economic Development Corridors that are visually distinctive and vibrant and combine commercial, industrial, residential, civic, cultural, and recreational uses.**
- Policy CD-5.3** Consider shared parking and reduced parking standards in areas designated as Economic Development Corridor.
- Policy CD-5.6** Orient building entrance toward the street and provide parking in the rear, when possible.
- Policy CD 5.8** Encourage adjacent commercial and industrial building to share open, landscaped, and/or hardscaped areas for visual relief, access, and outdoor employee gathering places.
- Goal CD-6** **Attractive landscaping, lighting, and signage that conveys a positive image of the community.**
- Policy CD-6.3** Require property owners to maintain the existing landscape on developed nonresidential sites and replace unhealthy or dead landscaping.
- Policy CD-6.4** Require that lighting and fixtures be integrated with the design and layout of a project and that they provide a desirable level of security and illumination.
- Policy CD-6.5** Limit light leakage and spillage that may interfere with the operations of the Palomar Observatory.
- Policy CD-6.6** Encourage the incorporation of lighting into signage design when appropriate in order to minimize glare and light spillage while accentuating the design of the signage.
- Policy CD-6.7:** Integrate project signage into the architectural design and character of new buildings.
- Policy CD-6.8:** Discourage the use of flashing, moving, or audible signs.

City of Menifee Municipal Code

Chapter 9.205 Lighting Standards⁷

Menifee MC Chapter 9.205 establishes lighting standards to encourage effective, nondetrimental lighting; maintain nighttime safety, utility, security and productivity; and encourage lighting practices and systems which will minimize light pollution, prevent glare and light trespass, conserve energy and resources, and curtail the degradation of the nighttime visual environment, and preserve the visibility of night skies in accordance with the Lighting Standards requirements set forth in Menifee MC Chapter 6.01 (Dark Sky, Light Pollution).

Chapter 6.01 Dark Sky; Light Pollution

Menifee MC Chapter 6.01 establishes lighting standards pertaining to preferred sources, shielding, hours of operation, and outdoor advertising displays. All application for City approval for non-exempt outdoor light fixtures are required to comply with this chapter.

4.1.4 Impact Thresholds and Significance Criteria

State California Environmental Quality Act (CEQA) Guidelines Appendix G has been utilized as significance criteria in this section. Accordingly, the development of the site would have a significant environmental impact if one or more of the following occurs:

- Except as provided in Public Resources Code Section 21099, would the project:
 - Have a substantial adverse effect on a scenic vista?
 - Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
 - In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?
 - Create a new source of substantial light or glare which would adversely affect day or nighttime view in the area?

Methodology and Assumptions

The Project is evaluated against the aforementioned significance criteria/thresholds, as the basis for determining the impact's level of significance concerning aesthetics. This analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the potentially significant environmental impacts at the Project site.

⁷ City of Menifee. (2022). Development Code. *Chapter 9.205 Lighting Standards*. Page 209. Available at: <https://www.cityofmenifee.us/DocumentCenter/View/9188/Final-Zoning-Ordinance?bidid=> (accessed June 2023).

Approach to Analysis

This analysis of impacts on aesthetic resources examines the temporary (i.e., construction) and permanent (i.e., operational) effects based on significance criteria/threshold's application outlined above. For each criterion, the analyses are generally divided into two main categories: (1) temporary impacts and (2) permanent impacts. Each criterion is discussed in the context of Project site and the surrounding characteristics and geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are from field observations conducted by Kimley-Horn personnel; review of Project site plans, maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that a Project component would or would not result in "substantial" adverse effects on scenic resources or visual character considers the site's aesthetic resource value and the severity of the Project component's visual impact (e.g., the nature and duration of the impact). For example, a Project component resulting in a severe impact on a site with a low aesthetic resource value would result in a less than significant impact concerning scenic or visual character. In other words, new conspicuous structures, or visual changes in areas with a low aesthetic resource value may not necessarily result in substantial adverse effects on visual resources.

4.1.5 Impacts and Mitigation Measures

Impact 4.1-1 *Would the Project have a substantial adverse effect on a scenic vista?*

Level of Significance: Less than Significant

Construction and Operations

Project Site 1 (Corsica Lane) DEV2022-010

Construction activities would temporarily change the visual characteristics of Project Site 1 as viewed from the surrounding uses. Construction activities such as temporary grading, equipment staging, and associated building activities would be visible to the residences and passersby along Goetz Road, Corsica Lane, Aaron Alan Drive, McLaughlin Road, Wheat Street and Ruffian Road.

Project Site 1's existing land use designation is "Economic Development Corridor (EDC)-Northern Gateway" (refer to **Exhibit 2-3: Existing General Plan Land Use Designations**). The proposed industrial uses are consistent with the existing EDC land use designation. The Menifee GP Land Use Map was amended March 23, 2023.⁸ The Project site's existing zoning is Economic Development Corridor-Northern Gateway (EDC-NG), (refer to **Exhibit 2-4: Existing Zoning**). The proposed industrial uses are consistent with the existing zoning. The City's Zoning Map was amended March 23, 2023.⁹

⁸ City of Menifee. (2023). *General Plan Land Use Map*. Retrieved from: <https://www.cityofmenifee.us/DocumentCenter/View/11043/General-Plan--Land-Use-Map---March-2023?bidId=> (accessed August 2023).

⁹ City of Menifee. (2023). *Zoning Map*. Retrieved from: <https://www.cityofmenifee.us/DocumentCenter/View/11042/Zoning-Map---March-2023?bidId=> (accessed August 2023).

As previously discussed, scenic views from the City and Project Site 1 include the San Jacinto Mountains to the northeast and east; the San Bernardino Mountains to the north; the San Gabriel Mountains to the northwest; and the Santa Ana Mountains to the west and southwest. Quail Valley is the closest peak to Project Site 1 and is located 0.5 mile southwest of the subject property. Buildout of Project Site 1 would obstruct southwest facing views of Quail Valley for residences along Corsica Lane, Aaron Alan Drive, Wheat Street, and Ruffian Road. Building 1 would total 154,831 SF and proposes a structural height of 41 feet. Building 1 on the site could potentially obstruct views for residences and passing travelers within the neighborhood west of Goetz Road facing southeast towards Menifee Mountain.

The Menifee MC Title 9, also referred to as the Development Code includes EDC-NG development standards and identifies that a front yard and yard adjacent to residential zones have a setback of at least 25 feet, a street side yard must have a setback of 15 feet, and a rear yard must have a setback of 10 feet.¹⁰ Pursuant to the Menifee Development Code, the maximum allowed height in the EDC-NG zoning is 100 feet.¹¹ Building 1 would be constructed with a height of 41 feet; Building 2 would be 41 feet high (refer to **Section 2.0: Project Description, Exhibit 2-5: Project Site 1 Conceptual Plan** and **Exhibit 2-6: Project Site 1 Conceptual Building Elevations**), all of which are well below the maximum building height displayed in the development standards for EDC-NG. Although buildout of Project Site 1 would obstruct views for residents and passing travelers, the Project Site 1 development would be consistent with the allowed building height and setbacks and would comply with the Menifee GP land use designation as well. With adherence to the Menifee GP policies and Municipal Code, development of Project Site 1 would have a less than significant impact concerning scenic vistas.

Project Site 2 (Wheat Street) DEV2022-012

As previously mentioned, construction activities would temporarily change the visual characteristics of the site as viewed from the surrounding uses. Construction activities such as temporary grading, equipment staging, and associated building activities would be visible to the residences and passersby along Goetz Road, Ethanac Road, Aaron Alan Drive, Ruffian Road, and Wheat Street. The proposed industrial uses would be consistent under the existing land use designation and zoning.

As previously stated for Project Site 1, the Project Site 2 development would be built consistently with the EDC-NG development standards. Similar to Project Site 1, the proposed building would obstruct views for residents and passing travelers, however, the Project would be consistent with the allowed building height and setbacks and would comply with the GP land use designations as well. With adherence to the Menifee GP policies and Menifee MC development standards, buildout of Project Site 2 would have a less than significant impact concerning scenic vistas.

Project Site 3 (Evans Road) DEV2022-018

Project Site 3 is located approximately 1.25 miles east of the previous two Project Sites. Construction activities on Project Site 3 would temporarily change the visual characteristics of the site as viewed from

¹⁰ City of Menifee. (2022). *Development Code - Economic Development Corridor Zones*. Retrieved from: https://images1.loopnet.com/d2/eisocmzYj_ij4j2VgSz40mylmlkxlax62gQjUOtxM7Dw/9140%20EDC.pdf (accessed August 2023).

¹¹ City of Menifee. (2023). *Development Code – Table 9.140.030-1. Economic Development Corridors Zones Allowed Uses and Approval Requirements*. Page 9.140-7. Available at: <https://online.encodeplus.com/regs/menifee-ca/ereader/devcode/> (accessed February 2024).

the surrounding uses. Construction activities such as temporary grading, equipment staging, and associated building activities would be visible to the residences and passersby along Evans Road, Ethanac Road, Barnett Road, and McLaughlin Road. Project Site 3 is also under the EDC-NG existing land use designation and the Project's proposed industrial uses are consistent with the existing zoning.

Similar to Project Sites 1 and 2, Project Site 3 would be developed consistently with the EDC-NG development standards. The building on Project Site 3 has the potential to block views for travelers along bordering streets and I-215; however, viewers would be traveling at high speeds on I-215 and the Project would be consistent with the allowed building height, setbacks, and land use designations. Therefore, with adherence to the Menifee GP policies and Menifee MC, Project implementation would have a less than significant impact concerning scenic vistas.

Mitigation Measures

No mitigation measures are required.

Impact 4.1-2 ***Would the Project Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?***

Level of Significance: No Impact

Construction and Operations

Project Sites 1, 2, and 3

As mentioned in **Section 4.1.2, Environmental Setting**, a state scenic highway is any stretch of public roadway that is designated as a scenic corridor by a federal, state, or local agency. There are no officially designated state scenic highways within the City.¹² As previously mentioned, SH 74 is located approximately 2.18 miles northeast of Project Site 1; 2.07 Miles from Project Site 2; and 0.89 mile from Project Site 3. SH 74 is not officially designated as a state scenic highway, however, it is eligible. Project Site 3 is within the closest proximity to SH 74. SH 74 extending from the west boundary of the San Bernardino National Forest to SH 111 located in Palm Desert is the nearest officially designated state scenic highway and is located approximately 20.5 miles east of the Project Site 3. Due to the distance between the Project and this portion of SH 74, the Project would not obstruct views from this highway. Additionally, many of the scenic resources such as rock outcroppings, mountain peaks and ridges, and open space are located outside of the planning area boundary and City limits. Therefore, no impact concerning scenic resources (i.e., trees, rock outcroppings, or historic buildings) within a state scenic highway are expected.

Mitigation Measures

No mitigation measures are required.

¹² Caltrans. (2018). California State Scenic Highway System Map. Retrieved from: <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>. (accessed August 2023).

Impact 4.1-3 *Would the Project In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

Level of Significance: Less than Significant

Public Resources Code § 21071 defines an urbanized area as:

- a) An incorporated city that meets either of the following criteria:
 - 1) Has a population of at least 100,000 persons.
 - 2) Has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons.

According to the U.S. Census Bureau¹³, the 2022 population of Menifee was 109,399 and therefore meets criterion a-1. This discussion analyzes whether or not the Project would conflict with applicable zoning and other regulations governing scenic quality.

Construction and Operations

Project Sites 1, 2, and 3

The Project's proposed industrial uses are permitted by the ECD-NG zoning. Accordingly, the Project would comply with all ECD-NG development standards and Menifee GP guidelines governing scenic quality. For example; the Project would adhere to Menifee GP Policy CD-3.1, which calls to preserve positive characteristics and unique features of a site during the design and development of a new project and Policy CD-3.3, to minimize visual impacts of public and private facilities and support structures through sensitive site design and construction; this includes appropriate placement of facilities, undergrounding, and aesthetic design. For a consistency analysis with these goals and policies, refer to **Table 4.10-4, City of Menifee General Plan Consistency in Section 4.10: Land Use and Planning** Therefore, impacts concerning applicable zoning for the Project would be less than significant.

Mitigation Measures

No mitigation measures are required.

Impact 4.1-4 *Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

Level of Significance: Less than Significant

¹³ U.S. Census Bureau. (2022). *Quickfacts*. Retrieved from: <https://www.census.gov/quickfacts/fact/table/menifeecitycalifornia#> (accessed August 2023).

Construction and Operations.

Project Site 1 (Corsica Lane) DEV2022-010

Project Site 1 is predominately undeveloped and is bounded by a residential neighborhood to the west; scattered residences to the north; and vacant land to the east and south. Sources of light and glare would exist from indoor and outdoor lighting from surrounding residences and streetlights along Goetz Road to the west. Sources of light and glare would also be emitted from vehicle headlights from adjacent and surrounding roadways (mainly Goetz Road). Nighttime lighting would only be required temporarily during construction in the winter season. The Project would adhere to all applicable Menifee GP Policies, including, but not limited to Policy CD-6.4 which requires that lighting and fixtures be integrated with the design and layout of the Project and that the owners provide a desirable level of security and illumination. The Project would also comply with Policy CD-6.6 which incorporates lighting into signage design in order to minimize glare and light spillage while accentuating the design of the signage. Construction of Buildings 1 and 2 would be limited to the daytime hours of construction permitted in the Menifee MC. Section 8.01.010 Hours of Construction prohibits construction on Sundays or nationally recognized holidays, unless approved from the City Building Official or City Engineer and would not take place between the hours of 7:00pm and 6:30am.¹⁴ Additionally, the Project would comply with all applicable lighting standards as demonstrated in the Menifee Development Code Chapter 9.205 Lighting Standards. These standards would minimize light pollution, prevent glare and light trespass, conserve energy and resources, and curtail the degradation of the nighttime visual environment, and preserve the visibility of night skies in accordance with the Lighting Standards requirements provided in Chapter 6.01 Dark Sky, Light Pollution. Furthermore, the Project Lighting Plan would be approved by the City.

Once operational, Buildings 1 and 2 would use interior lighting and exterior security and parking lot lighting. Consistent with Menifee MC Section 6.205 Lighting Standards, exterior lighting would be minimized to prevent glare and reflected, ambient light so as to maintain visibility of the night skies. Lighting during operations would be limited to only areas necessary for safety, security and to compliment architectural character. Therefore, impacts concerning light and glare would be considered less than significant.

Project Site 2 (Wheat Street) DEV2022-012

As previously discussed, Project Site 2 is north of Project Site 1 and is bounded by single-family residences and vacant land. The site is currently vacant. There are streetlights located along Ethanac Road, north of the site. Sources of light and glare would exist from indoor and outdoor lighting from surrounding residences along Ruffian Road, Aaron Alan Drive, and Wheat Street. Additional lighting would be emitted from streetlights along Ethanac Road and vehicle headlights from surrounding roadways (mainly Ethanac Road). Nighttime lighting would not be required until the site becomes operational. Consistent with Project Site 1, Project Site 2 would also comply with all applicable Menifee GP policies and MC standards regarding light and glare, including guidelines for hours of operation. Furthermore, Project Site 2 would

¹⁴ City of Menifee. (2023). *Municipal Code*. Retrieved from: https://codelibrary.amlegal.com/codes/menifee/latest/menifee_ca/0-0-0-1773 (accessed August 2023).

comply with all applicable lighting standards as demonstrated in the Menifee Development Code Chapter 9.205 Lighting Standards and require the approval of a Lighting Plan.

Once operational, the warehouse building would use interior lighting and exterior security and parking lot lighting. As previously mentioned for Project Site 1, Project Site 2 would also comply with all applicable development standards, GP goals and policies, and ordinances. Therefore, impacts concerning light and glare would be considered less than significant.

Project Site 3 (Evans Road) DEV2022-018

As previously discussed, Project Site 3 is located approximately 1.25 miles east Project Site 1 and Project Site 2. Project Site 3 is generally bounded by vacant land, Ethanac Road, and Evans Road. Project Site 3 is vacant and there are no streetlights on the roadways surrounding the site and; therefore sources of light and glare would be minimal. Sources of light and glare would be emitted from vehicle headlights from surrounding roadways (mainly Ethanac Road). Similarly, Project Site 3 would comply with all applicable Menifee GP policies and MC standards regarding light and glare, including guidelines for hours of operation. Project Site 3 would also comply with all applicable lighting standards as demonstrated in the Menifee Development Code Chapter 9.205 Lighting Standards and require the approval of a Lighting Plan.

Once operational, the warehouse building located on Project Site 3 would use interior lighting and exterior security and parking lot lighting. As previously mentioned for Project Site 1 and Project Site 2, Project Site 3 would also comply with all applicable development standards and Menifee GP policies. Therefore, impacts concerning light and glare would be considered less than significant.

Overall, Project Site 1, Project Site 2, and Project Site 3 are all designated as EDC-NG and would comply with the Menifee GP land use designations, goals and policies, and MC standards. All sites have minimal sources of light and glare and would adhere to ordinances regarding allowable times for construction and therefore would have a less than significant impact concerning light and glare to nearby land uses.

Mitigation Measures

No mitigation measures are required.

4.1.6 Cumulative Impacts

For purposes of aesthetic resource impact analysis, cumulative impacts are considered for cumulative development according to the related projects; see **Table 3-1: List of Cumulative Projects**.

When evaluating cumulative impacts pertaining to aesthetic resources, several factors must be considered. The context in which the Project is being viewed would also influence the potential significance of a cumulative aesthetic impact. Although the Project would result in a change in visual contrast with the surrounding uses, the Project is consistent with the land use designation and zoning classification of the site.

As noted in **Section 2.0: Project Description**, Project Site 1 consists of predominately vacant undeveloped land, one single-family residence, one accessory outbuilding, and one awning, and a portion of Corsica Lane. Project Site 2 consists of vacant land, after the recent removal of a single-family residence and three outbuildings and the abandonment of a water well and septic system. Furthermore, Project Site 3 consists

of vacant land partially used for agricultural purposes in conjunction with the adjacent property to the south. Anthropogenic disturbances have eliminated the natural plant communities that once occurred on Project Site 3 have resulted in a majority of the Project site being dominated by non-native vegetation and heavily compacted soils.

The Project proposes approximately 461,237 SF of industrial warehousing within four buildings on three separate sites, totaling 25.90 total gross-acres. Project Site 1 Buildings 1 and 2 propose a structural height of 41 feet. The Building on Project Site 2 proposes a structural height of 40 feet. Lastly, the building of Project Site 3 proposes a structural height of 43 feet.

The Project, in conjunction with other past, present, and reasonably foreseeable projects would not substantially affect views surrounding the Project Sites. The City is becoming more urbanized and the contrast of the potential development, in comparison to the surrounding natural environment would be minimal.

In order for a cumulative aesthetic impact to occur, the cumulative nature of the Project Sites taken with other projects, as seen together or in proximity to each other must be cumulatively considerable. In the case of the Project, the potential aesthetic impacts related to views, aesthetics, and light and glare are less than significant with no mitigation measures beyond the required conformance to the applicable regulatory framework required. As discussed above, Project-related impacts would be less than significant.

4.1.7 Significant Unavoidable Impacts

No significant unavoidable impacts were identified.

4.1.8 References

California Streets and Highways Code/Section 260-284. (2019). Retrieved from

https://en.wikisource.org/wiki/California_Streets_and_Highways_Code/Section_260-284.

Caltrans. (2018). California State Scenic Highway System Map. Retrieved from:

<https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>.

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https://images1.loopnet.com/d2/eisocmzYj_ij4j2VgSz40mylImkxlax62gQjUOtxM7Dw/9140%20EDC.pdf.

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<https://www.cityofmenifee.us/DocumentCenter/View/11043/General-Plan--Land-Use-Map---March-2023?bidId=>.

City of Menifee. (2013). *Menifee General Plan Community Design Element*. Retrieved from:

<https://www.cityofmenifee.us/882/Community-Design-Element>.

City of Menifee. (2013). *Menifee General Plan Draft Environmental Impact Report, Section 5.1: Aesthetics*. Retrieved from: [https://www.cityofmenifee.us/DocumentCenter/View/1101/Ch-05-01-AE?bidId=.](https://www.cityofmenifee.us/DocumentCenter/View/1101/Ch-05-01-AE?bidId=)

City of Menifee. (2023). *Municipal Code*. Retrieved from: [https://codelibrary.amlegal.com/codes/menifee/latest/menifee_ca/0-0-0-1773.](https://codelibrary.amlegal.com/codes/menifee/latest/menifee_ca/0-0-0-1773)

City of Menifee. (2013). *Open Space and Conservation Element OSC-3: Natural Landforms*. Retrieved from: [https://www.cityofmenifee.us/DocumentCenter/View/1081/3_OSC_Background-Document_HD_0913?bidId=.](https://www.cityofmenifee.us/DocumentCenter/View/1081/3_OSC_Background-Document_HD_0913?bidId=)

City of Menifee. (2023). *Zoning Map*. Retrieved from: [https://www.cityofmenifee.us/DocumentCenter/View/11042/Zoning-Map---March-2023?bidId=.](https://www.cityofmenifee.us/DocumentCenter/View/11042/Zoning-Map---March-2023?bidId=)

U.S. Census Bureau. (2022). *Quickfacts*. Retrieved from: [https://www.census.gov/quickfacts/fact/table/menifeecitycalifornia/POP010220#POP010220.](https://www.census.gov/quickfacts/fact/table/menifeecitycalifornia/POP010220#POP010220)

4.2 AIR QUALITY

4.2.1 Introduction

This section of the Draft Environmental Impact Report (EIR) discusses potential air quality impacts associated with development and implementation of the Compass Northern Gateway (Project). The Project is comprised of three detached sites referred to as “Project Site 1”, “Project Site 2”, and “Project Site 3”, but when not referring to each site separately, these three sites will be referred to hereafter as the “Project” or “Project Sites.” Since the release of the Notice of Preparation (NOP) on January 13, 2023, the Project’s design has changed. More specifically, APN 330-180-029 was removed from Project Site 1, and thus reduced the total proposed buildings from three to two, totaling 234,921 square feet (SF). However, to be conservative, this EIR (where applicable) analyzes the previous square footage of 265,821 SF between three buildings.

The current conditions were observed as the baseline for the analysis and were compared to the potential effects anticipated for the Project. The ambient air quality of the local and regional area is described, along with relevant federal, state, and local air pollutant regulations. The setting, context, and impact analysis in this section is based on the air quality and health risk assessment studies prepared by Kimley-Horn and Associates listed below and located in **Appendix B: Air Quality and Health Risk Assessments**:

- Kimley-Horn and Associates, Inc. (2024). *Air Quality Assessment*. (**Appendix B1**)
- Kimley-Horn and Associates, Inc. (2024). *Health Risk Assessment*. (**Appendix B2**)

4.2.2 Environmental Setting

Project Sites 1, 2, and 3

Climate and Meteorology

The California Air Resources Board (CARB) divides the State into 15 air basins that share similar meteorological and topographical features. The Project is located within the South Coast Air Basin (SCAB), which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, as well as all of Orange County. The SCAB is on a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean on the southwest and high mountains forming the remainder of the perimeter.¹ Air quality in this area is determined by such natural factors as topography, meteorology, and climate, in addition to the presence of existing air pollution sources and ambient conditions. These factors along with applicable regulations are discussed below.

The SCAB is part of a semi-permanent high-pressure zone in the eastern Pacific. As a result, the climate is mild and tempered by cool sea breezes. This usually mild weather pattern is occasionally interrupted by periods of extreme heat, winter storms, and Santa Ana winds. The annual average temperature throughout the 6,645-square-mile SCAB ranges from low 60 to high 80 degrees Fahrenheit with little variance. With more oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas.

¹ Kimley-Horn and Associates, Inc. (2024). *Air Quality Assessment*. page 8.

Contrasting the steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all annual rainfall occurs between the months of November and April. Summer rainfall is reduced to widely scattered thundershowers near the coast, with slightly heavier activity in the east and over the mountains.

Although the SCAB has a semiarid climate, the air closer to the Earth's surface is typically moist because of the presence of a shallow marine layer. Except for occasional periods when dry, continental air is brought into the SCAB by offshore winds, the "ocean effect" is dominant. Periods of heavy fog are frequent and low clouds known as high fog are characteristic climatic features, especially along the coast. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SCAB.

Wind patterns across the SCAB are characterized by westerly or southwesterly on-shore winds during the day and easterly or northeasterly breezes at night. Wind speed is typically higher during the dry summer months than during the rainy winter. Between periods of wind, air stagnation may occur in both the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During winter and fall, surface high-pressure systems over the SCAB, combined with other meteorological conditions, result in very strong, downslope Santa Ana winds. These winds normally continue for a few days before predominant meteorological conditions are reestablished.

The mountain ranges to the east affect the diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the SCAB generally ranges from fair to poor and is similar to air quality in most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions.

In addition to the characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, two distinct types of temperature inversions control the vertical depth through which air pollutants are mixed. These inversions are the marine inversion and the radiation inversion. The height of the base of the inversion at any given time is called the "mixing height." The combination of winds and inversions is a critical determinant leading to highly degraded air quality for the SCAB in the summer and generally good air quality in the winter.

Air Pollutants of Concern

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by State and federal laws. These regulated air pollutants are known as "criteria air pollutants" and are categorized into primary and secondary pollutants.

Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxide (NO_x), sulfur dioxide (SO₂), coarse particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), and lead are primary air pollutants. Of these, CO, NO_x, SO₂, PM₁₀, and PM_{2.5} are primary criteria pollutants. ROG and NO_x are criteria pollutant precursors and form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. For example, the criteria pollutant ozone (O₃) is formed by a chemical reaction between ROG and NO_x in the presence of sunlight. O₃ and nitrogen dioxide (NO₂) are the principal secondary pollutants. Sources and health effects commonly associated with criteria pollutants are summarized in **Table 4.2-1: Air Contaminants and Associated Public Health Concerns**.

Table 4.2-1: Air Contaminants and Associated Public Health Concerns

Pollutant ¹	Major Man-Made Sources	Human Health Effects
Particulate Matter (PM ₁₀ and PM _{2.5})	Power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles and others.	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; asthma; chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility.
Ozone (O ₃)	Formed by a chemical reaction between reactive organic gases/volatile organic compounds (ROG or VOC) ¹ and nitrogen oxides (NO _x) in the presence of sunlight. Motor vehicle exhaust industrial emissions, gasoline storage and transport, solvents, paints and landfills.	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing, and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield.
Sulfur Dioxide (SO ₂)	A colorless gas formed when fuel containing sulfur is burned and when gasoline is extracted from oil. Examples are petroleum refineries, cement manufacturing, metal processing facilities, locomotives, and ships.	Respiratory irritant. Aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid which can damage marble, iron and steel. Damages crops and natural vegetation. Impairs visibility. Precursor to acid rain.
Carbon Monoxide (CO)	An odorless, colorless gas formed when carbon in fuel is not burned completely; a component of motor vehicle exhaust.	Reduces the ability of blood to deliver oxygen to vital tissues, affecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
Nitrogen Dioxide (NO ₂)	A reddish-brown gas formed during fuel combustion for motor vehicles and industrial sources. Sources include motor vehicles, electric utilities, and other sources that burn fuel.	Respiratory irritant; aggravates lung and heart problems. Precursor to O ₃ . Contributes to global warming and nutrient overloading which deteriorates water quality. Causes brown discoloration of the atmosphere.
Lead (Pb)	Lead is a metal found naturally in the environment as well as in manufactured products. The major sources of lead emissions have historically been motor vehicles (such as cars and trucks) and industrial sources. Due to the phase out of leaded gasoline, metals processing is the major source of lead emissions to the air today. The highest levels of lead in air are generally found near lead smelters. Other stationary sources are waste incinerators, utilities, and lead-acid battery manufacturers.	Exposure to lead occurs mainly through inhalation of air and ingestion of lead in food, water, soil, or dust. It accumulates in the blood, bones, and soft tissues and can adversely affect the kidneys, liver, nervous system, and other organs. Excessive exposure to lead may cause neurological impairments such as seizures, mental retardation, and behavioral disorders. Even at low doses, lead exposure is associated with damage to the nervous systems of fetuses and young children, resulting in learning deficits and lowered IQ.
<p>1. Volatile Organic Compounds (VOCs or Reactive Organic Gases [ROG]) are hydrocarbons/organic gases that are formed solely of hydrogen and carbon. There are several subsets of organic gases including ROG and VOCs. Both ROG and VOCs are emitted from the incomplete combustion of hydrocarbons or other carbon-based fuels. The major sources of hydrocarbons are combustion engine exhaust, oil refineries, and oil-fueled power plants; other common sources are petroleum fuels, solvents, dry cleaning solutions, and paint (via evaporation).</p>		
<p>Source: Kimley-Horn and Associates. (2024). <i>Air Quality Assessment</i>. page 9 – Table 1.</p>		

Toxic Air Contaminants

Toxic air contaminants (TACs) are airborne substances that can cause short-term (acute) or long-term (i.e., chronic, carcinogenic or cancer causing) adverse human health effects (i.e., injury or illness). TACs include both organic and inorganic chemical substances. They may be emitted from a variety of common sources including gasoline stations, automobiles, dry cleaners, industrial operations, and painting operations. The current California list of TACs includes more than 200 compounds, including particulate emissions from diesel-fueled engines.

CARB identified diesel particulate matter (DPM) as a toxic air contaminant. DPM differs from other TACs in that it is not a single substance but rather a complex mixture of hundreds of substances. Diesel exhaust is a complex mixture of particles and gases produced when an engine burns diesel fuel. DPM is a concern because it causes lung cancer; many compounds found in diesel exhaust are carcinogenic. DPM includes the particle-phase constituents in diesel exhaust. The chemical composition and particle sizes of DPM vary between different engine types (heavy-duty, light-duty), engine operating conditions (idle, accelerate, decelerate), fuel formulations (high/low sulfur fuel), and the year of the engine. Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs, headaches, light-headedness, and nausea. DPM poses the greatest health risk among the TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Due to their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

Ambient Air Quality

CARB monitors ambient air quality at approximately 250 air monitoring stations across the State. These stations usually measure pollutant concentrations ten feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations. Existing levels of ambient air quality, historical trends, and projections near the Project are documented by measurements made by the South Coast Air Quality Management District (SCAQMD), the air pollution regulatory agency in the SCAB that maintains air quality monitoring stations which process ambient air quality measurements.

Pollutants of concern in the SCAB include O₃, PM₁₀, and PM_{2.5}. The closest air monitoring station to the Project that monitors ambient concentrations of these pollutants is the Perris Monitoring Station (located approximately 7.6 miles to the southwest). Local air quality data from 2020 to 2022 are provided in **Table 4.2-2: Ambient Air Quality Data**, which lists the monitored maximum concentrations and number of exceedances of state or federal air quality standards for each year.

Table 4.2-2: Ambient Air Quality Data

Criteria Pollutant	2020	2021	2022
Ozone (O₃)			
1-hour Maximum Concentration (ppm)	0.130	0.118	0.121
8-hour Maximum Concentration (ppm)	0.100	0.097	0.091
<i>Number of Days Standard Exceeded</i>			
CAAQS 1-hour (>0.09 ppm)	18	18	17
NAAQS 8-hour (>0.070 ppm)	54	44	37
Carbon Monoxide (CO)			
1-hour Maximum Concentration (ppm)	1.829	2.022	3.272
<i>Number of Days Standard Exceeded</i>			
NAAQS 1-hour (>35 ppm)	0	0	0
CAAQS 1-hour (>20 ppm)	0	0	0
Nitrogen Dioxide (NO₂)			
1-hour Maximum Concentration (ppm)	0.0436	0.0437	0.0372
<i>Number of Days Standard Exceeded</i>			
NAAQS 1-hour (>0.100 ppm)	0	0	0
CAAQS 1-hour (>0.18 ppm)	0	0	0
Particulate Matter Less Than 10 Microns (PM₁₀)			
National 24-hour Maximum Concentration	192	90	91.8
State 24-hour Maximum Concentration	—	—	—
State Annual Average Concentration (CAAQS=20 µg/m ³)	—	—	—
<i>Number of Days Standard Exceeded</i>			

Criteria Pollutant	2020	2021	2022
NAAQS 24-hour (>150 µg/m ³)	1	0	0
CAAQS 24-hour (>50 µg/m ³)	—	—	—
Particulate Matter Less Than 2.5 Microns (PM_{2.5})			
National 24-hour Maximum Concentration	—	—	—
State 24-hour Maximum Concentration	41.6	28.8	16.2
<i>Number of Days Standard Exceeded</i>			
NAAQS 24-hour (>35 µg/m ³)	—	—	—
NAAQS = National Ambient Air Quality Standards; CAAQS = California Ambient Air Quality Standards; ppm = parts per million. µg/m ³ = micrograms per cubic meter; — = not measured			
Measurements taken at the Lake Elsinore-W Flint Street Monitoring Station at 506 W Flint Street, Lake Elsinore, California 92530 (CARB# 33158)			
Source: Ibid. page 11 – Table 2			

Sensitive Receptors

Sensitive populations are more susceptible to the effects of air pollution than is the general population. Sensitive receptors that are in proximity to localized sources of toxics are of particular concern. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The Project is surrounded by legal non-conforming residences, vacant/undeveloped land uses. Existing residential is also located to the west across Goetz Road from Project Sites 1 and 2. Sensitive land uses nearest to the Project are shown in **Table 4.2-3: Sensitive Receptors**.

Table 4.2-3: Sensitive Receptors

Receptor Description	Distance and Direction from the Project ¹
Project Site 1 (Corsica Lane)	
Single-family Residence	50 feet to the north of Building 2
Single-family Residences	105 feet to the west
Single-family Residence	107 feet to the east
Single-family Residences	495 feet to the southwest
Project Site 2 (Wheat Street)	
Single-family Residences	40 feet to the west
Single-family Residences	40 feet to the south
Single-family Residences	470 feet to the northeast
Project Site 3 (Evans Road)	
Single-family Residence	1,130 feet to the west
1. Distances have been measured from nearby buildings to the boundary of the Project construction site.	
Source: Ibid. page 12 – Table 3	

4.2.3 Regulatory Setting

Federal

Federal Clean Air Act

Air quality is federally protected by the Federal Clean Air Act (FCAA) and its amendments. Under the FCAA, the United States Environmental Protection Agency (EPA) developed the primary and secondary National Ambient Air Quality Standards (NAAQS) for the criteria air pollutants including O₃, NO₂, CO, SO₂, PM₁₀, PM_{2.5}, and lead. Proposed projects in or near nonattainment areas could be subject to more stringent air-permitting requirements. The FCAA requires each state to prepare a State Implementation Plan to demonstrate how it will attain the NAAQS within the federally imposed deadlines.

The EPA can withhold certain transportation funds from states that fail to comply with the planning requirements of the FCAA. If a state fails to correct these planning deficiencies within two years of Federal notification, the EPA is required to develop a Federal implementation plan for the identified nonattainment area or areas. The provisions of 40 Code of Federal Regulations Parts 51 and 93 apply in all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan. Applicable NAAQS are summarized in **Table 4.2-4: State and Federal Ambient Air Quality Standards**.

State

California Air Resources Board

CARB administers the air quality policy in California. The California Ambient Air Quality Standards (CAAQS) were established in 1969 pursuant to the Mulford-Carrell Act. These standards, included with the NAAQS in **Table 4.2-4**, are generally more stringent and apply to more pollutants than the NAAQS. In addition to the criteria pollutants, CAAQS have been established for visibility reducing particulates, hydrogen sulfide, and sulfates.

The California Clean Air Act (CCAA), which was approved in 1988, requires that each local air district prepare and maintain an Air Quality Management Plan (AQMP) to achieve compliance with CAAQS. These AQMPs also serve as the basis for the preparation of the State Implementation Plan for meeting federal clean air standards for the State of California. Like the EPA, CARB also designates areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events such as wildfires, volcanoes, etc. are not considered violations of a state standard, and are not used as a basis for designating areas as nonattainment. The applicable State standards are summarized in **Table 4.2-4**.

Table 4.2-4: State and Federal Ambient Air Quality Standards

Pollutant	Averaging Time	State Standards ¹	Federal Standards ²
Ozone (O ₃) ^{2,5,7}	8 Hour	0.070 ppm (137 µg/m ³)	0.070 ppm
	1 Hour	0.09 ppm (180 µg/m ³)	NA
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m ³)	9 ppm (10 mg/m ³)
	1 Hour	20 ppm (23 mg/m ³)	35 ppm (40 mg/m ³)
Nitrogen Dioxide (NO ₂)	1 Hour	0.18 ppm (339 µg/m ³)	0.10 ppm ¹¹
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)	0.053 ppm (100 µg/m ³)
Sulfur Dioxide (SO ₂) ⁸	24 Hour	0.04 ppm (105 µg/m ³)	0.14 ppm (365 µg/m ³)
	1 Hour	0.25 ppm (655 µg/m ³)	0.075 ppm (196 µg/m ³)
	Annual Arithmetic Mean	NA	0.03 ppm (80 µg/m ³)
Particulate Matter (PM ₁₀) ^{1,3,6}	24-Hour	50 µg/m ³	150 µg/m ³
	Annual Arithmetic Mean	20 µg/m ³	NA
Fine Particulate Matter (PM _{2.5}) ^{3,4,6,9}	24-Hour	NA	35 µg/m ³
	Annual Arithmetic Mean	12 µg/m ³	9 µg/m ³
Sulfates (SO ₄₋₂)	24 Hour	25 µg/m ³	NA
Lead (Pb) ^{10,11}	30-Day Average	1.5 µg/m ³	NA
	Calendar Quarter	NA	1.5 µg/m ³
	Rolling 3-Month Average	NA	0.15 µg/m ³

Pollutant	Averaging Time	State Standards ¹	Federal Standards ²
Hydrogen Sulfide (H ₂ S)	1 Hour	0.03 ppm (42 µg/m ³)	NA
Vinyl Chloride (C ₂ H ₃ Cl) ¹⁰	24 Hour	0.01 ppm (26 µg/m ³)	NA

ppm = parts per million; µg/m³ = micrograms per cubic meter; mg/m³ = milligrams per cubic meter; – = no information available.

Notes:

- California standards for O₃, carbon monoxide (except Lake Tahoe), sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, suspended particulate matter - PM₁₀, and visibility reducing particles are values that are not to be exceeded. The standards for sulfates, Lake Tahoe carbon monoxide, lead, hydrogen sulfide, and vinyl chloride are not to be equaled or exceeded. If the standard is for a 1-hour, 8-hour or 24-hour average (i.e., all standards except for lead and the PM₁₀ annual standard), then some measurements may be excluded. Measurements are excluded that CARB determines would occur less than once per year on the average. The Lake Tahoe carbon monoxide standard is 6.0 ppm, a level one-half the national standard and two-thirds the State standard.
- National standards shown are the "primary standards" designed to protect public health. National standards other than for O₃, particulates and those based on annual averages are not to be exceeded more than once a year. The 1-hour O₃ standard is attained if, during the most recent three-year period, the average number of days per year with maximum hourly concentrations above the standard is equal to or less than one. The 8-hour O₃ standard is attained when the 3-year average of the 4th highest daily concentrations is 0.070 ppm or less. The 24-hour PM₁₀ standard is attained when the 3-year average of the 99th percentile of monitored concentrations is less than 150 µg/m³. The 24-hour PM_{2.5} standard is attained when the 3-year average of 98th percentiles is less than 35 µg/m³.
- Except for the national particulate standards, annual standards are met if the annual average falls below the standard at every site. The national annual particulate standard for PM₁₀ is met if the 3-year average falls below the standard at every site. The annual PM_{2.5} standard is met if the 3-year average of annual averages spatially-averaged across officially designed clusters of sites falls below the standard. NAAQS are set by the EPA at levels determined to be protective of public health with an adequate margin of safety.
- On October 1, 2015, the national 8-hour O₃ primary and secondary standards were lowered from 0.075 to 0.070 ppm. An area will meet the standard if the fourth-highest maximum daily 8-hour O₃ concentration per year, averaged over three years, is equal to or less than 0.070 ppm. EPA will make recommendations on attainment designations by October 1, 2016, and issue final designations October 1, 2017. Nonattainment areas will have until 2020 to late 2037 to meet the health standard, with attainment dates varying based on the O₃ level in the area.
- The national 1-hour O₃ standard was revoked by the EPA on June 15, 2005.
- In June 2002, CARB established new annual standards for PM_{2.5} and PM₁₀.
- The 8-hour California O₃ standard was approved by the CARB on April 28, 2005 and became effective on May 17, 2006.
- On June 2, 2010, the EPA established a new 1-hour SO₂ standard, effective August 23, 2010, which is based on the 3-year average of the annual 99th percentile of 1-hour daily maximum concentrations. The existing 0.030 ppm annual and 0.14 ppm 24-hour SO₂ NAAQS however must continue to be used until one year following EPA initial designations of the new 1-hour SO₂ NAAQS.
- In February 2024, EPA strengthened the annual PM_{2.5} NAAQS from 12.0 to 9.0 µg/m³. Areas designated "unclassifiable/attainment" must continue to take steps to prevent their air quality from deteriorating to unhealthy levels.
- CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure below which there are no adverse health effects determined.
- National lead standards, rolling 3-month average: final rule signed October 15, 2008. Final designations effective December 31, 2011.

Source: Ibid. page 12 – Table 4

Diesel Risk Reduction Plan

The identification of DPM as a TAC in 1998 led CARB to adopt the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles (DRRP) in October 2000. The DRRP's goals include an 85 percent reduction in DPM by 2020 from the 2000 baseline.² CARB estimates that emissions of DPM in 2035 will be less than half those in 2010, further reducing statewide cancer risk and non-cancer health effects.³ The DRRP includes regulations to establish cleaner new diesel engines, cleaner in-use diesel engines (retrofits), and cleaner diesel fuel.

Truck and Bus Regulation Reducing Emissions from Existing Diesel Vehicles

On December 12, 2008, CARB approved the Truck and Bus Regulation to significantly reduce particulate matter (PM) and oxides of nitrogen (NO_x) emissions from existing diesel vehicles operating in California. The regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Heavier trucks must be retrofitted with PM filters beginning January 1, 2012, and older trucks

² California Air Resources Board, *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles*, October 2000.

³ California Air Resources Board, *Overview: Diesel Exhaust & Health*, available at: <https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health>, accessed October 2023.

must be replaced starting January 1, 2015. Beginning January 1, 2023, nearly all trucks and buses are required to have 2010 model year engines or equivalent.

The regulation applies to most privately and federally-owned diesel fueled trucks and buses and to privately and publicly owned school buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds. Small fleets with three or fewer diesel trucks can delay compliance for heavier trucks and there are several extensions for low-mileage construction trucks, early PM filter retrofits, adding cleaner vehicles, and other situations. Privately and publicly owned school buses have different requirements.

Heavy-Duty Vehicle Idling Emission Reduction Program

The purpose of the CARB ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling is to reduce public exposure to diesel particulate matter and criteria pollutants by limiting the idling of diesel-fueled commercial vehicles. The driver of any vehicle subject to this ATCM is prohibited from idling the vehicle's primary diesel engine for greater than five minutes at any location and is prohibited from idling a diesel-fueled auxiliary power system (APS) for more than five minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle if it has a sleeper berth and the truck is located within 100 feet of a restricted area (homes and schools).

CARB Final Regulation Order, Requirements to Reduce Idling Emissions from New and In-Use Trucks, beginning in 2008, requires that new 2008 and subsequent model-year heavy-duty diesel engines be equipped with an engine shutdown system that automatically shuts down the engine after 300 seconds of continuous idling operation once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged.

Section 2485 and Section 2449 of Title 13 of the California Code of Regulations limits diesel-fueled motor vehicle idling to no more than five minutes. Section 2485 limits idling for diesel-fueled commercial motor vehicles with gross vehicle weight ratings of greater than 10,000 pounds that are or must be licensed to operate on publicly maintained highways and streets within California. Section 2449 limits idling for off-road diesel-fueled fleets.

CARB Advanced Clean Truck Regulation

CARB adopted the Advanced Clean Truck Regulation in June 2020 requiring truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California is required to be zero-emission. This rule directly addresses disproportionate risks and health and pollution burdens and puts California on the path for an all zero-emission short-haul drayage fleet in ports and railyards by 2035, and zero-emission "last-mile" delivery trucks and vans by 2040. The Advanced Clean Truck Regulation accelerates the transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8. The regulation has two components including a manufacturer sales requirement, and a reporting requirement:

- Zero-Emission Truck Sales: Manufacturers who certify Class 2b through 8 chassis or complete vehicles with combustion engines are required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission

truck/chassis sales need to be 55 percent of Class 2b – 3 truck sales, 75 percent of Class 4 – 8 straight truck sales, and 40 percent of truck tractor sales.

- **Company and Fleet Reporting:** Large employers including retailers, manufacturers, brokers and others would be required to report information about shipments and shuttle services. Fleet owners, with 50 or more trucks, would be required to report about their existing fleet operations. This information would help identify future strategies to ensure that fleets purchase available zero-emission trucks and place them in service where suitable to meet their needs.

Executive Order N-79-20

Signed in September 2020, Executive Order N-79-20 establishes as a goal that where feasible, all new passenger cars and trucks, as well as all drayage/cargo trucks and off-road vehicles and equipment, sold in California, will be zero-emission by 2035. The executive order sets a similar goal requiring that all medium and heavy-duty vehicles will be zero-emission by 2045 where feasible. It also directs CARB to develop and propose rulemaking for passenger vehicles and trucks, medium-and heavy-duty fleets where feasible, drayage trucks, and off-road vehicles and equipment “requiring increasing volumes” of new zero emission vehicles (ZEVs) “towards the target of 100 percent.” The executive order directs the California Environmental Protection Agency, the California Geologic Energy Management Division (CalGEM), and the California Natural Resources Agency to transition and repurpose oil production facilities with a goal toward meeting carbon neutrality by 2045. Executive Order N-79-20 builds upon the CARB Advanced Clean Trucks regulation, which was adopted by CARB in July 2020.

Regional

South Coast Air Quality Management District

The SCAQMD is the air pollution control agency for Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino Counties. The agency’s primary responsibility is ensuring that state and federal ambient air quality standards are attained and maintained in the SCAB. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, conducting public education campaigns, and many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

The SCAQMD is also the lead agency in charge of developing the AQMP, with input from the Southern California Association of Governments (SCAG) and CARB. The AQMP is a comprehensive plan that includes control strategies for stationary and area sources, as well as for on-road and off-road mobile sources. SCAG has the primary responsibility for providing future growth projections and the development and implementation of transportation control measures. CARB, in coordination with federal agencies, provides the control element for mobile sources.

The 2016 AQMP was adopted by the SCAQMD Governing Board on March 3, 2017. The purpose of the AQMP is to set forth a comprehensive and integrated program that would lead the SCAB into compliance with the federal 24-hour PM_{2.5} air quality standard, and to provide an update to the SCAQMD’s

commitments towards meeting the federal 8-hour O₃ standards. The AQMP incorporates the latest scientific and technological information and planning assumptions, including the *Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) and updated emission inventory methodologies for various source categories.

On October 1, 2015, the EPA strengthened the NAAQS for ground-level O₃. The 2022 AQMP, adopted by the SCAQMD Governing Board on December 2, 2022, was developed to address the requirements for meeting the 2015 8-hour O₃ standard. The 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emissions technologies, when cost-effective and feasible, and low NO_x technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other FCAA measures to achieve the 2015 8-hour ozone standard. The 2022 AQMP incorporates the latest scientific and technological information and planning assumptions, including the *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) and updated emission inventory methodologies for various source categories.

The SCAQMD has published the *CEQA Air Quality Handbook* (approved by the SCAQMD Governing Board in 1993 and augmented with guidance for Local Significance Thresholds [LST] in 2008). The SCAQMD guidance helps local government agencies and consultants to develop environmental documents required by California Environmental Quality Act (CEQA) and provides identification of suggested thresholds of significance for criteria pollutants for both construction and operation (see discussion of thresholds below). With the help of the *CEQA Air Quality Handbook* and associated guidance, local land use planners and consultants are able to analyze and document how proposed and existing projects affect air quality in order to meet the requirements of the CEQA review process. The SCAQMD periodically provides supplemental guidance and updates to the handbook on their website.

The SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. Under federal law, SCAG is designated as a Metropolitan Planning Organization and under State law as a Regional Transportation Planning Agency and a Council of Governments.

The state and federal attainment status designations for the SCAB are summarized in **Table 4.2-5: South Coast Air Basin Attainment Status**. The SCAB is currently designated as a nonattainment area with respect to the State O₃, PM₁₀, and PM_{2.5} standards, as well as the national 8-hour O₃ and PM_{2.5} standards. The SCAB is designated as attainment or unclassified for the remaining state and federal standards.

Table 4.2-5: South Coast Air Basin Attainment Status

Pollutant	State	Federal
Ozone (O ₃) (1 Hour Standard)	Non-Attainment	Non-Attainment (Extreme)
Ozone (O ₃) (8 Hour Standard)	Non-Attainment	Non-Attainment (Extreme)
Particulate Matter (PM _{2.5}) (24 Hour Standard)	–	Non-Attainment (Serious)
Particulate Matter (PM _{2.5}) (Annual Standard)	Non-Attainment	Non-Attainment (Serious)
Particulate Matter (PM ₁₀) (24 Hour Standard)	Non-Attainment	Attainment (Maintenance)
Particulate Matter (PM ₁₀) (Annual Standard)	Non-Attainment	–
Carbon Monoxide (CO) (1 Hour Standard)	Attainment	Attainment (Maintenance)
Carbon Monoxide (CO) (8 Hour Standard)	Attainment	Attainment (Maintenance)
Nitrogen Dioxide (NO ₂) (1 Hour Standard)	Attainment	Unclassifiable/Attainment
Nitrogen Dioxide (NO ₂) (Annual Standard)	Attainment	Attainment (Maintenance)
Sulfur Dioxide (SO ₂) (1 Hour Standard)	Attainment	Unclassifiable/Attainment
Sulfur Dioxide (SO ₂) (24 Hour Standard)	Attainment	–
Lead (Pb) (30 Day Standard)	–	Unclassifiable/Attainment
Lead (Pb) (3 Month Standard)	Attainment	–
Sulfates (SO ₄₋₂) (24 Hour Standard)	Attainment	–
Hydrogen Sulfide (H ₂ S) (1 Hour Standard)	Unclassified	–

Source: Ibid. page 16 – Table 5

The following is a list of SCAQMD rules that are required of construction activities associated with the Project:

- **Rule 402 (Nuisance)** – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.
- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. This rule is intended to reduce PM₁₀ emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM₁₀ suppression techniques are summarized below.
 - a) Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.

- b) All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
 - c) All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
 - d) The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
 - e) Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.
- **Rule 1113 (Architectural Coatings)** – This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.
 - **SCAQMD Rule 1301 (General)** – This rule is intended to provide that pre-construction review requirements to ensure that new or relocated facilities do not interfere with progress in attainment of the NAAQS, while future economic growth within the SCAQMD is not unnecessarily restricted. The specific air quality goal is to achieve no net increases from new or modified permitted sources of nonattainment air contaminants or their precursors. Rule 1301 also limits emission increases of ammonia, and Ozone Depleting Compounds (ODCs) from new, modified or relocated facilities by requiring the use of Best Available Control Technology (BACT).
 - **SCAQMD Rule 401 (Visible Emissions)** – A person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any 1 hour that is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart, as published by the U.S. Bureau of Mines.
 - **Rule 2305 (Warehouse Indirect Source Rule)** - Rule 2305 was adopted by the SCAQMD Governing Board on May 7, 2021, to reduce NO_x and particulate matter emissions associated with warehouses and mobile sources attracted to warehouses. This rule applies to all existing and proposed warehouses over 100,000 square feet located in the SCAQMD. Rule 2305 requires warehouse operators to track annual vehicle miles traveled associated with truck trips to and from the warehouse. These trip miles are used to calculate the warehouses WAIRE (Warehouse Actions and Investments to Reduce Emissions) Points Compliance Obligation. WAIRE Points are earned based on emission reduction measures and warehouse operators are required to submit an annual WAIRE Report which includes truck trip data and emission reduction measures. Reduction strategies listed in the WAIRE menu include acquire zero emission (ZE) or near zero emission (NZE) trucks; require ZE/NZE truck visits; require ZE yard trucks; install on-site ZE charging/fueling infrastructure; install onsite energy systems; and install filtration systems in residences, schools, and other buildings in the adjacent community. Warehouse operators that do not earn a sufficient number of WAIRE points to satisfy the WAIRE Points Compliance Obligation would be required to pay a mitigation fee. Funds from the mitigation fee will be used to incentivize the purchase of cleaner trucks and charging/fueling infrastructure in communities nearby.

Local

City of Menifee General Plan

Open Space & Conservation Element

The City of Menifee (City) General Plan (Menifee GP) Open Space & Conservation Element provides policy direction for Menifee's parks and open space areas, recreational trails, and the conservation, development, and utilization of the City's natural resources with an overall goal of maintaining the high quality of life Menifee residents have enjoyed for generations, while also preserving and protecting the numerous nonrenewable and unique cultural and historic resources located within the city.⁴

Goals and policies from the Open Space & Conservation Element applicable to the Project include:

- Goal OSC-9** **Reduced impacts to air quality at the local level by minimizing pollution and particulate matter.**
- Policy OCS-9.1** Meet state and federal clean air standards by minimizing particulate matter emissions from construction activities.
- Policy OCS-9.2** Buffer sensitive land uses, such as residences, schools, care facilities, and recreation areas from major air pollutant emission sources, including freeways, manufacturing, hazardous materials storage, wastewater treatment, and similar uses.
- Policy OCS-9.3** Comply with regional, state, and federal standards and programs for control of all airborne pollutants and noxious odors, regardless of source.
- Policy OCS-9.5** Comply with the mandatory requirements of Title 24 Part 1 of the California Building Standards Code (CALGreen) and Title 24 Part 6 Building and Energy Efficiency Standards.

City of Menifee Design Guidelines – Appendix A: Industrial Good Neighbor Policies⁵

According to the City's Design Guidelines, the purpose of the Good Neighbor Policies (Policies) is to provide local government and developers with ways to address environmental and neighborhood compatibility issues associated with permitting warehouse, logistics and distribution facilities. The Policies were designed to promote economic vitality and sustainability of businesses, while still protecting the general health, safety, and welfare of the public and sensitive receptors within the City of Menifee. Sensitive receptors include residential neighborhoods, schools, public parks, playgrounds, day care centers, nursing homes, hospitals, and other public places where residents are most likely to spend time.

The intent of the City of Menifee's Good Neighbor Policies, in siting new warehouse, logistics and distribution uses, include:

1. Minimize impacts to sensitive uses.
2. Protect public health, safety, and welfare by regulating the design, location, and operation of facilities.

⁴ City of Menifee. (2013). *Menifee General Plan Open Space & Conservation Element*. Available at: <https://www.cityofmenifee.us/250/Open-Space-Conservation-Element> (accessed October 2023).

⁵ City of Menifee. (2022). *Design Guidelines*. Available at: https://www.cityofmenifee.us/DocumentCenter/View/14902/Design-Guidelines_Amended-March-2-2022?bidId= (accessed October 2023).

3. Protect neighborhood character of adjacent communities.

The Policies apply to all new warehouse, logistics and distribution facilities (“industrial uses”), excluding pending applications that have been deemed complete as the effective day of this policy, that include any building larger than 100,000 square feet in size or any sized building with more than 10 loading bays (dock-high). There are general performance standards, as well as site design, access and layout standards, signage and information standards, and environmental considerations, including air quality and noise and traffic.

4.2.4 Impact Thresholds and Significance Criteria

The following significance criteria for air quality were derived from the Environmental Checklist Form in State CEQA Guidelines Appendix G. An impact of the Project would be considered significant and would require mitigation if it would meet one of the following criteria:

- Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:
 - Conflict with or obstruct implementation of the applicable air quality plan?;
 - Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in nonattainment under an applicable state or federal ambient air quality standard?;
 - Expose sensitive receptors to substantial pollutant concentrations?; and
 - Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

SCAQMD Thresholds

The significance criteria established by SCAQMD may be relied upon to make the above determinations. According to the SCAQMD, an air quality impact is considered significant if the Project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The SCAQMD has established thresholds of significance for air quality during construction and operational activities of land use development projects, as shown in **Table 4.2-6: South Coast Air Quality Management District Emissions Thresholds**.

Table 4.2-6: South Coast Air Quality Management District Emissions Thresholds

Criteria Air Pollutants and Precursors	Maximum Pounds Per Day	
	Construction-Related	Operational-Related
Reactive Organic Gases (ROG)	75	55
Carbon Monoxide (CO)	550	550
Nitrogen Oxides (NO _x)	100	55
Sulfur Oxides (SO _x)	150	150
Coarse Particulates (PM ₁₀)	150	150
Fine Particulates (PM _{2.5})	55	55

Source: Kimley-Horn and Associates. (2024). *Air Quality Assessment*. page 19 – Table 6.

Localized Carbon Monoxide

In addition to the daily thresholds listed above, development associated with the Project would also be subject to the ambient air quality standards. These are addressed through an analysis of localized CO impacts. The significance of localized impacts depends on whether ambient CO levels near the Project site are above state and federal CO standards (the more stringent California standards are 20 ppm for 1-hour and 9 ppm for 8-hour). The SCAB has been designated as attainment under the 1-hour and 8-hour standards.

Localized Significance Thresholds

In addition to the Carbon Monoxide (CO) hotspot analysis, the SCAQMD developed Local Significance Thresholds (LSTs) for emissions of NO₂, CO, PM₁₀, and PM_{2.5} generated at new development sites (off-site mobile source emissions are not included in the LST analysis). LSTs represent the maximum emissions that can be generated at a project without expecting to cause or substantially contribute to an exceedance of the most stringent state or federal ambient air quality standards. LSTs are based on the ambient concentrations of that pollutant within the Project source receptor area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. LST analysis for construction is applicable for all projects that disturb 5 acres or less on a single day. The Project site is located within SCAQMD SRA 24.

Table 4.2-7: Local Significance Thresholds for Construction/Operations shows the LSTs associated with the 25-meter for a 1-acre, 2-acre, 4-acre, and 5-acre project in SRA 24. Because the nearest sensitive receptors are single family residences located approximately 50 feet (15 meters) to the east of the Project site 1 (Corsica Lane) and 40 feet (12 meters) to the west of the Project site 2 (Wheat Street), the thresholds for distances of 25 meters or less are listed below (per SCAQMD guidance).

Table 4.2-7: Local Significance Thresholds for Construction/Operations

Project Size	Maximum Pounds Per Day			
	NO _x	CO	PM ₁₀	PM _{2.5}
1 Acre	118/118	602/602	4/1	3/1
2 Acres	170/170	883/883	7/2	4/1
4 Acres	237/237	1,346/1,346	11/3	7/2
5 Acres	270/270	1,577/1,577	13/4	8/2

NO_x = Nitrogen Oxides; CO = Carbon Monoxide; PM₁₀ = Particulate Matter 10 microns in diameter or less; PM_{2.5} = Particulate Matter 2.5 microns in diameter or less
Source: Ibid. page 20 – Table 7

LSTs associated with different acreage categories are provided in **Table 4.2-8** for informational purposes. **Table 4.2-7** shows that the LSTs increase as acreages increase. It should be noted that LSTs are screening thresholds and are therefore conservative. The construction LST acreage is determined based on daily acreage disturbed. The operational LST acreage is based on the total area of the project site. Although the project site is greater than five acres, the 5-acre operational LSTs are conservatively used to evaluate the Project.

Health Risk Analysis Thresholds

Project health risks are determined by examining the types and levels of air toxics generated and the associated impacts on factors that affect air quality. While the final determination of significance

thresholds is within the purview of the lead agency pursuant to the State CEQA Guidelines, the SCAQMD recommends that the following air pollution thresholds be used by lead agencies in determining whether the impacts from a project are significant. If the lead agency finds that a project has the potential to exceed the air pollution thresholds, then that project should be considered significant. The TAC thresholds are as follows.

- **Cancer Risk:** Emit contaminants that equal or exceed the maximum individual incremental cancer risk of 10 in one million.
- **Non-Cancer Risk:** Emit contaminants that equal or exceed the maximum hazard index of 1.0 (project increment).

Cancer risk is expressed in terms of expected incremental incidence per million population. As noted above, the SCAQMD has established an incremental increase rate of less than 10 in one million as the maximum acceptable incremental cancer risk due to TAC exposure. This risk would be in addition to any cancer risk borne by a person not exposed to these TACs. This threshold serves to determine whether or not a given project has a potentially significant development-specific and cumulative impact. To put this risk in perspective, the existing risk of contracting cancer from all airborne air toxics in the vicinity of the Project Sites is 288 in a million which is 29 times more than the SCAQMD's threshold of 10 in one million.

The SCAQMD has also established non-carcinogenic risk parameters for use in HRAs. Noncarcinogenic risks are quantified by calculating a "hazard index," expressed as the ratio between the ambient pollutant concentration and its toxicity or Reference Exposure Level (REL). An REL is a concentration at or below which health effects are not likely to occur. A hazard index of less than 1.0 means that adverse health effects are not expected. Within this analysis, non-carcinogenic exposures of less than 1.0 are considered less than significant.

Methodology

Air Quality

The air quality assessment considered construction and operational impacts associated with the Project. Where criteria air pollutant quantification was required, emissions were modeled using the California Emissions Estimator Model version 2022.1 (CalEEMod). CalEEMod is a Statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. Air quality impacts were assessed according to methodologies recommended by CARB and the SCAQMD. Refer to **Appendix B1** for more information.

Health Risk Assessment

This HRA evaluated potential health risks associated with the emission of diesel particulate matter resulting from the implementation of the Project. Construction equipment and associated heavy-duty truck traffic generate diesel exhaust, which is a known TAC. Diesel exhaust from construction equipment operating at the site poses a health risk to nearby sensitive receptors. Operational activities would also include the use of heavy-duty diesel trucks.

The construction and operational air dispersion modeling for the HRA was performed using the U.S. EPA AERMOD dispersion model. AERMOD is a steady-state, multiple-source, Gaussian dispersion model designed for use with emission sources situated in terrain where ground elevations can exceed the stack heights of the emission sources. AERMOD requires hourly meteorological data consisting of wind vector, wind speed, temperature, stability class, and mixing height. Surface and upper air meteorological data are provided by the SCAQMD. Refer to **Appendix B2** for more information.

4.2.5 Impacts and Mitigation Measures

Impact 4.2-1 *Would the Project conflict with or obstruct implementation of the applicable air quality plan?*

Level of Significance: Less than Significant with Mitigation Incorporated

Project Sites 1, 2, and 3

As part of its enforcement responsibilities, the EPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan that demonstrates the means to attain the federal standards. The State Implementation Plan must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under State law, the CCAA requires an air quality attainment plan to be prepared for areas designated as nonattainment regarding the state and federal ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

The Project is located within the SCAB, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the FCAA, to reduce emissions of criteria pollutants for which the SCAB is in nonattainment. To reduce such emissions, the SCAQMD drafted the 2016 and 2022 AQMPs (AQMPs). The AQMPs establish a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The AQMPs are a regional and multi-agency effort including the SCAQMD, the CARB, the SCAG, and the EPA. The pollutant control strategies in the AQMPs are based on the latest scientific and technical information and planning assumptions, including SCAG's 2016 RTP/SCS, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project is subject to the SCAQMD's AQMPs.

Criteria for determining consistency with the AQMPs are defined by the following indicators:

- **Consistency Criterion No. 1:** The Project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMPs.
- **Consistency Criterion No. 2:** The Project will not exceed the assumptions in the AQMPs or increments based on the years of the Project build-out phase.

According to the SCAQMD's *CEQA Air Quality Handbook*, the purpose of the consistency finding is to determine if a project is inconsistent with the assumptions and objectives of the regional air quality plans, and thus if it would interfere with the region's ability to comply with CAAQS and NAAQS.

The violations to which Consistency Criterion No. 1 refers are CAAQS and NAAQS. As shown in **Table 4.2-8**, the proposed Project would not exceed construction emission standards with implementation of Mitigation Measure (**MM**) **AQ-1**, **MM AQ-2**, and **MM AQ-5**. Furthermore, mitigated operational emissions would not exceed the operational standards with implementation of **MM AQ-3** and **MM AQ-4** as seen in **Table 4.2-10**. Thus, the Project is consistent with the first criterion.

Concerning Consistency Criterion No. 2, the AQMPs contain air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans.

The Project Site's existing land use designation is Economic Development Corridor (EDC) – Northern Gateway and are zoned Economic Development Corridor-Northern Gateway (EDC-NG). The Project's proposed land uses would be consistent with the approved land use and zoning designations. Therefore, the Project would be compliant with the City's General Plan and City's Zoning Code. Furthermore, the Project would also be designed to be consistent with all applicable planning policies and design standards as set forth within the Menifee Municipal Code and the City's Industrial Good Neighbor Policies.

The AQMPs contain air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project would not result in a change of land use designations reflected in the AQMPs. Therefore, the Project is assumed to be consistent with the AQMPs regional emissions inventory for the SCAB. Thus, the Project is consistent with the second criterion.

It is also noted that future tenant(s) of the Project site would also be required to comply SCAQMD Rule 2305 (refer to South Coast Air Quality Management District under Section 4.3 Regulatory Setting) which would directly reduce NO_x and particulate matter emissions.

As discussed above, the Project would not conflict with or obstruct implementation of the AQMPs or any applicable air quality plan with implementation of **MMs AQ-1** through **AQ-5**. A less than significant impact would occur in this regard.

Mitigation Measures

Refer to Impact 4.2-2 below for **MMs AQ-1** through **MM AQ-5**.

Impact 4.2-2 *Would the Project 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?*

Level of Significance: Less than Significant with Mitigation Incorporated

Project Sites 1, 2, and 3

Construction Emissions

The criteria pollutants of primary concern within the Project area include O₃-precursor pollutants (i.e., ROG and NO_x) and PM₁₀ and PM_{2.5}. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD’s thresholds of significance.

Construction results in the temporary generation of emissions resulting from site grading, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water.

Project Site 1, Project Site 2, and Project Site 3 construction is anticipated to begin in mid-2024 and is estimated to be completed within approximately nine months. Construction-generated emissions associated with Site 1, Site 2, and Site 3 were calculated using the CARB-approved CalEEMod computer program. Predicted maximum daily construction-generated emissions for the Project are summarized in **Table 4.2-8: Construction-Related Emissions**. It is noted that due to technology improvements for construction equipment, emissions from Project construction activities would likely be lower than those shown in **Table 4.2-8** if construction were to occur in later years.

Table 4.2-8: Construction-Related Emissions

Construction Year	Emissions (Maximum Pounds Per Day) ¹					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Project Site 1 (Corsica Lane)²						
Unmitigated Emissions						
Year 2024	43.78	36.04	34.39	0.06	6.94	4.15
Year 2025	43.76	0.99	2.43	0.00	0.32	0.09
<i>SCAQMD Threshold</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Exceed SCAQMD Threshold?	No	No	No	No	No	No
Mitigated Emissions³						
Year 2024	11.01	5.06	34.39	0.06	5.44	2.78
Year 2025	10.99	0.99	2.43	0.00	0.32	0.09
<i>SCAQMD Threshold</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Exceed SCAQMD Threshold?	No	No	No	No	No	No
Project Site 2 (Wheat Street)						
Unmitigated Emissions						
Year 2024	14.36	36.04	34.39	0.05	6.94	4.15
Year 2025	14.35	0.92	1.55	0.00	0.12	0.05
<i>SCAQMD Threshold</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Exceed SCAQMD Threshold?	No	No	No	No	No	No
Mitigated Emissions³						
Year 2024	3.64	3.55	29.77	0.05	5.44	2.78
Year 2025	3.63	0.92	1.55	0.00	0.12	0.05

Construction Year	Emissions (Maximum Pounds Per Day) ¹					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
<i>SCAQMD Threshold</i>	75	100	550	150	150	55
Exceed SCAQMD Threshold?	No	No	No	No	No	No
Project Site 3 (Evans Road)						
Unmitigated Emissions						
Year 2024	22.82	36.04	34.39	0.05	6.94	4.15
Year 2025	22.81	0.94	1.81	0.00	0.18	0.06
<i>SCAQMD Threshold</i>	75	100	550	150	150	55
Exceed SCAQMD Threshold?	No	No	No	No	No	No
Mitigated Emissions³						
Year 2024	4.59	3.99	29.77	0.05	5.44	2.78
Year 2025	4.57	0.94	1.81	0.00	0.18	0.06
<i>SCAQMD Threshold</i>	75	100	550	150	150	55
Exceed SCAQMD Threshold?	No	No	No	No	No	No
Total Project Construction Emissions						
Unmitigated Emissions						
Year 2024	80.96	108.12	103.17	0.16	20.82	12.45
Year 2025	80.92	2.85	5.79	0	0.62	0.2
<i>SCAQMD Threshold</i>	75	100	550	150	150	55
Exceed SCAQMD Threshold?	Yes	Yes	No	No	No	No
Mitigated Emissions³						
Year 2024	19.24	12.6	93.93	0.16	16.32	8.34
Year 2025	19.19	2.85	5.79	0	0.62	0.2
<i>SCAQMD Threshold</i>	75	100	550	150	150	55
Exceed SCAQMD Threshold?	No	No	No	No	No	No
ROG = Reactive Organic Gases; NO _x = Nitrogen Oxides; CO = Carbon Monoxide; SO ₂ = Sulfur Dioxide; PM ₁₀ = Particulate Matter 10 microns in diameter or less; PM _{2.5} = Particulate Matter 2.5 microns in diameter or less						
1. SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. Refer to Appendix A for Model Data Outputs.						
2. Project Site 1 emissions are based on the previous version of the Project identified in the NOP. The previous version was 30,900 SF larger and included 3 buildings. To be conservative, emissions from the larger version of Project Site 1 are analyzed in this EIR.						
3. Mitigation includes the incorporation of MM AQ-1 through MM AQ-3 . MM AQ-1 requires dust control and exhaust measures including requiring off-road equipment 50 horsepower or greater to meet CARB Tier 4 Final standards; MM AQ-2 requires the use of low VOC paints; and MM AQ-3 prohibits heavy construction equipment for idling more than three minutes.						
Source: Ibid. page 27 – Table 8						

Table 4.2-8 shows that unmitigated total construction emissions would exceed the SCAQMD threshold for ROG (VOC) and NO_x. Most ROG emissions are generated during the architectural coating phase of construction and the majority of NO_x emissions occur from construction equipment exhaust. **MM AQ-1** requires fugitive dust control measures and requires various exhaust reduction measures including requiring off-road construction equipment greater than 50 horsepower to meet CARB Tier 4 Final emissions. **MM AQ-2** requires the Project to use low VOC paints. **MM AQ-3** prohibits heavy construction equipment for idling more than three minutes and prohibits from being in the “on” position for more than 10 hours per day. With implementation of **MM AQ-1** through **MM AQ-3** total construction ROG and NO_x emissions would be below the SCAQMD’s thresholds, and impacts would be less than significant.

Operational Emissions

Unmitigated Operational Emissions

Project-generated emissions would be primarily associated with motor vehicle use and area sources, such as the use of landscape maintenance equipment and architectural coatings. Long-term operational emissions attributable to the Project are summarized in **Table 4.2-9: Unmitigated Operational Emissions**. **Table 4.2-9** shows that Project unmitigated emissions would exceed SCAQMD thresholds for NO_x. Therefore, regional operations unmitigated emissions would result in a potentially significant long-term regional air quality impact.

Table 4.2-9: Unmitigated Operational Emissions

Source	Maximum Pounds Per Day					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Project Site 1 (Corsica Lane)¹						
Area Source Emissions	7.94	0.10	11.53	0.00	0.02	0.02
Energy Emissions	0.08	1.38	1.16	0.01	0.11	0.11
Mobile – Trucks	0.28	12.32	2.84	0.11	3.75	1.14
Mobile – Passenger Cars	1.46	1.67	25.33	0.06	6.04	1.55
Off-Road – Forklifts	0.68	9.85	107.59	0.01	0.25	0.12
Off-Road – Yard truck	0.20	1.77	1.98	0.00	0.08	0.08
Back-up Generators	2.70	7.54	6.88	0.01	0.40	0.40
Total Emissions	13.54	36.41	159.29	0.21	10.74	3.49
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
Project Site 2 (Wheat Street)						
Area Source Emissions	2.60	0.03	3.77	0.00	0.01	0.01
Energy Emissions	0.03	0.47	0.39	0.00	0.04	0.04
Mobile – Trucks	0.09	4.00	0.93	0.04	1.22	0.37
Mobile – Passenger Cars	0.47	0.54	8.24	0.02	1.97	0.50
Off-Road – Forklifts	0.27	3.94	43.04	0.00	0.10	0.05
Off-Road – Yard Trucks	0.00	0.00	0.00	0.00	0.00	0.00
Back-up Generators	0.90	2.51	2.29	0.00	0.13	0.13
Total Emissions	4.36	11.49	58.66	0.06	3.47	1.1
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
Project Site 3 (Evans Road)						
Area Source Emissions	4.13	0.05	6.00	0.00	0.01	0.01
Energy Emissions	0.04	0.79	0.66	0.00	0.06	0.06
Mobile – Trucks	0.11	4.96	1.15	0.04	1.51	0.46
Mobile – Passenger Cars	0.63	0.56	8.19	0.02	1.86	0.48
Off-Road – Forklifts	0.41	5.91	64.56	0.01	0.15	0.07
Off-Road – Yard Trucks	0.20	1.77	1.98	0.00	0.08	0.08
Back-up Generators	3.38	9.42	8.60	0.02	0.50	0.50
Transport Refrigeration Units (TRU)	4.07	3.41	0.46	0.00	0.09	0.08
Total Emissions	13.17	28.65	93.58	0.1	4.35	1.81
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source	Maximum Pounds Per Day					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Total Project Operational Emissions						
Area Source Emissions	14.67	0.18	21.3	0	0.04	0.04
Energy Emissions	0.15	2.64	2.21	0.01	0.21	0.21
Mobile – Trucks	0.48	21.28	4.92	0.19	6.48	1.97
Mobile – Passenger Cars	2.56	2.77	41.76	0.1	9.87	2.53
Off-Road – Forklifts	1.36	19.7	215.19	0.02	0.5	0.24
Off-Road – Yard Trucks	0.4	3.54	3.96	0	0.16	0.16
Back-up Generators	6.98	19.47	17.77	0.03	1.03	1.03
Transport Refrigeration Units (TRU)	4.07	3.41	0.46	0	0.09	0.08
Total Emissions	30.67	72.99	307.57	0.35	18.38	6.26
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	Yes	No	No	No	No
<small>ROG = Reactive Organic Gases; NO_x = Nitrogen Oxides; CO = Carbon Monoxide; SO₂ = Sulfur Dioxide; PM₁₀ = Particulate Matter 10 microns in diameter or less; PM_{2.5} = Particulate Matter 2.5 microns in diameter or less</small>						
<small>Notes: 1. Project Site 1 emissions are based on the previous version of the Project identified in the NOP. The previous version was 30,900 SF larger and included 3 buildings. To be conservative, emissions from the larger version of Project Site 1 are analyzed in this EIR.</small>						
<small>Source: Ibid. page 28 – Table 9</small>						

Mitigated Operational Emissions

Table 4.2-9 shows that unmitigated operational emissions would exceed the SCAQMD thresholds for NO_x. As noted above, the majority of NO_x, PM₁₀, and PM_{2.5} emissions are from mobile sources and on-site cargo handling equipment (i.e., forklifts and yard trucks). Mitigation measures would be required to reduce emissions to the maximum extent feasible. It is noted that motor vehicle engine emissions are controlled by State and Federal standards and the Project has no control over these standards.

Implementation of **MM AQ-4** and **MM AQ-5** would reduce the Project’s operational emissions by utilizing using all-electric cargo handling equipment and appropriate signage for on-site circulation and limiting idling emissions. Additional emissions reductions would result through the implementation of **MM GHG-1** through **MM GHG-6** (refer to **Section 4.7: Greenhouse Gas Emissions**) which includes the implementation of installation of solar photovoltaic (PV) panels, a Transportation Demand Management (TDM program), providing incentives for emissions reduction programs and implementation measures for tenants, EV infrastructure for employee parking, diversion of 75 percent of landfill waste, providing electrical hookups for future electric trucks, and prohibiting the use of natural gas.

Furthermore, Plans, Programs, and Policies (PPP)-4 through PPP-8 would reduce operational emissions by requiring water efficient landscaping, energy efficient building, compliance with SCAQMD Rule 2305, and providing shade trees in parking areas. In addition, the building would be designed to accommodate EV automobiles and trucks to facilitate the state’s clean truck rules and regulations aiming to accelerate the utilization and market penetration of ZE and NZE trucks. Emissions reductions from these regulations were conservatively not accounted for in the modeled emissions presented in this analysis.

Table 4.2-10: Mitigated Operational Emissions shows that with implementation of mitigation measures, all criteria pollutant emissions would be below SCAQMD thresholds. Therefore, Project operational impacts would be less than significant with mitigation incorporated.

Table 4.2-10: Mitigated Operational Emissions

Source	Maximum Pounds Per Day					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Project Site 1 (Corsica Lane)¹						
Area Source Emissions ²	6.05	0.00	0.00	0.00	0.00	0.00
Energy Emissions	0.08	1.38	1.16	0.01	0.11	0.11
Mobile – Trucks	0.28	12.32	2.84	0.11	3.75	1.14
Mobile – Passenger Cars	1.46	1.67	25.33	0.06	6.04	1.55
Off-Road – Forklifts ³	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road – Yard Truck ³	0.00	0.00	0.00	0.00	0.00	0.00
Back-up Generators	2.70	7.54	6.88	0.01	0.40	0.40
Total Emissions	10.57	22.91	36.21	0.19	10.30	3.20
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
Project Site 2 (Wheat Street)						
Area Source Emissions ²	1.98	0.00	0.00	0.00	0.00	0.00
Energy Emissions	0.03	0.47	0.39	0.00	0.04	0.04
Mobile – Trucks	0.09	4.00	0.93	0.04	1.22	0.37
Mobile – Passenger Cars	0.47	0.54	8.24	0.02	1.97	0.50
Off-Road – Forklifts ³	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road – Yard Truck ³	0.00	0.00	0.00	0.00	0.00	0.00
Back-up Generators	0.90	2.51	2.29	0.00	0.13	0.13
Total Emissions	3.47	7.52	11.85	0.06	3.36	1.04
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
Project Site 3 (Evans Road)						
Area Source Emissions ²	3.15	0.00	0.00	0.00	0.00	0.00
Energy Emissions	0.04	0.79	0.66	0.00	0.06	0.06
Mobile – Trucks	0.11	4.96	1.15	0.04	1.51	0.46
Mobile – Passenger Cars	0.63	0.56	8.19	0.02	1.86	0.48
Off-Road – Forklifts ³	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road – Yard Truck ³	0.00	0.00	0.00	0.00	0.00	0.00
Back-up Generators	3.38	9.42	8.60	0.02	0.50	0.50
Transport Refrigeration Units (TRU)	4.07	3.41	0.46	0.00	0.09	0.08
Total Emissions	11.38	19.14	19.06	0.08	4.02	1.58
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
Total Project Operational Emissions						
Area Source Emissions ²	11.18	0.00	0.00	0.00	0.00	0.00
Energy Emissions	0.15	2.64	2.21	0.01	0.21	0.21
Mobile – Trucks	0.48	21.28	4.92	0.19	6.48	1.97
Mobile – Passenger Cars	2.56	2.77	41.76	0.1	9.87	2.53
Off-Road – Forklifts ³	0	0	0	0	0	0
Off-Road – Yard Truck ³	0	0	0	0	0	0
Back-up Generators	6.98	19.47	17.77	0.03	1.03	1.03
Transport Refrigeration Units (TRU)	4.07	3.41	0.46	0	0.09	0.08
Total Emissions	25.42	49.57	67.12	0.33	17.68	5.82
SCAQMD Threshold	55	55	550	150	150	55

Source	Maximum Pounds Per Day					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Exceeds Threshold?	No	No	No	No	No	No
ROG = Reactive Organic Gases; NO _x = Nitrogen Oxides; CO = Carbon Monoxide; SO ₂ = Sulfur Dioxide; PM ₁₀ = Particulate Matter 10 microns in diameter or less; PM _{2.5} = Particulate Matter 2.5 microns in diameter or less Notes: 1. Project Site 1 emissions are based on the previous version of the Project identified in the NOP. The previous version was 30,900 SF larger and included 3 buildings. To be conservative, emissions from the larger version of Project Site 1 are analyzed in this EIR. 2. MM GHG-6 requires electric landscape equipment 3. MM AQ-4 requires zero emission operational cargo handling equipment. Source: Ibid. page 30 – Table 10						

It is noted that **MMs AQ-4** and **GHG-6** are the only quantifiable mitigation measures that would reduce the Project’s operational air emissions and are reflected in **Table 4.2-10**. Additionally, SCAQMD Rule 2305 requires the Project operator to directly reduce NO_x and particulate matter emissions or otherwise facilitate emission and exposure reductions of these pollutants in nearby communities. Alternatively, warehouse operators can choose to pay a mitigation fee. Funds from the mitigation fee will be used to incentivize the purchase of cleaner trucks and charging/fueling infrastructure in communities nearby. Warehouse owners and operators are required to earn Warehouse Actions and Investments to Reduce Emissions (WAIRE) Points each year. WAIRE points are a menu-based system earned by emission reduction measures. Warehouse operators are required to submit an annual WAIRE Report which includes truck trip data and emission reduction measures. WAIRE points can be earned by completing actions from a menu that can include acquiring and using natural gas, Near-Zero Emissions and/or Zero-Emissions on-road trucks, zero-emission cargo handling equipment, solar panels or zero-emission charging and fueling infrastructure, or other options. Therefore, the Project operator would likely be required to implement additional emission reduction strategies in compliance with SCAQMD Rule 2305. Conservatively, this analysis does not take credit for these potential reductions. Compliance with Rule 2305 likely would reduce emissions below what is currently analyzed. Overall, impacts would be reduced to a less than significant level.

Plans, Programs, and Policies

Existing requirements based on local, state, or federal regulations or laws are frequently required independently of CEQA review. Typical requirements include compliance with the provisions of the Building Code, CalGreen Code, local municipal code, SCAQMD Rules, etc. Because Plans, Programs, and Policies (PPP) are neither Project specific nor a result of development of the Project, they are not considered to be project design features or Mitigation Measures.

PPP-1 Prior to the issuance of grading permits, the City Engineer shall confirm that the Grading Plan, Building Plans and Specifications require all construction contractors to comply with South Coast Air Quality Management District’s (SCAQMD’s) Rules 402 and 403 to minimize construction emissions of dust and particulates. The measures include, but are not limited to, the following:

- Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.

- All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
- All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
- Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.

PPP-2 Pursuant to SCAQMD Rule 1113, the Project applicant shall require by contract specifications that the interior and exterior architectural coatings (paint and primer including parking lot paint) products used would have a volatile organic compound rating of 50 grams per liter or less.

PPP-3 Require diesel powered construction equipment to turn off when not in use per Title 13 of the California Code of Regulations, Section 2449.

PPP-4 Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and sensors for landscaping according to the City’s Landscape Water Use Efficiency requirements (Chapter 15.04 of the City’s Municipal Code).

PPP-5 The Project shall be designed in accordance with the applicable Title 24 Energy Efficiency Standards for Nonresidential Buildings (California Code of Regulations [CCR], Title 24, Part 6). These standards are updated, nominally every three years, to incorporate improved energy efficiency technologies and methods. The Building Official, or designee shall ensure compliance prior to the issuance of each building permit. The Title 24 Energy Efficiency Standards (Section 110.10) require buildings to be designed to have 15 percent of the roof area “solar ready” that will structurally accommodate later installation of rooftop solar panels. If future building operators pursue providing additional rooftop solar panels, they will submit plans for solar panels prior to occupancy.

PPP-6 The Project shall be designed in accordance with the applicable California Green Building Standards (CALGreen) Code (24 CCR, Part 11). The Building Official, or designee shall ensure compliance prior to the issuance of each building permit. These requirements include, but are not limited to:

- Design buildings to be water efficient. Install water-efficient fixtures in accordance with Section 5.303 (nonresidential) of the California Green Building Standards Code Part 11.
- Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 5.408.1 (nonresidential) of the California Green Building Standards Code Part 11.

- Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with Section 5.410 (nonresidential) of the California Green Building Standards Code Part 11.
- To facilitate future installation of electric vehicle supply equipment (EVSE), nonresidential construction shall comply with Section 5.106.5.3 (nonresidential electric vehicle charging) of the California Green Building Standards Code Part 11.

PPP-7 The Project tenants shall comply with the SCAQMD Indirect Source Rule (Rule 2305). This rule is expected to reduce NO_x and PM₁₀ emissions during construction and operation. Emission reductions resulting from this rule were not included in the Project analysis. Compliance with Rule 2305 is enforced by the SCAQMD through their reporting process and is required for all warehouse projects greater than 100,000 square feet.

PPP-8 Trees shall be installed in automobile parking areas to provide 50 percent shade cover of parking areas within fifteen years in accordance with section 9.195.040 of the Menifee Municipal Code (Development Code). Trees shall be planted that are capable of meeting this requirement.

Mitigation Measures

Refer to **MM GHG-6** in **Section 4.7, Greenhouse Gas Emissions**.

MM AQ-1 Prior to the issuance of grading or building permits, the City Engineer shall confirm that the Grading Plan, Building Plans and Specifications require all construction contractors to incorporate the following measures to minimize construction emissions. These features shall be included in applicable bid documents and included on the grading plans.

- All off-road diesel-powered construction equipment greater than 50 horsepower meets California Air Resources Board Tier 4 Final off-road emissions standards or incorporate CARB Level 3 Verified Diesel Emission Control Strategy (VDECS). Requirements for Tier 4 Final equipment and the option for Level 3 VDECS shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. A copy of each unit's Best Available Control Technology (BACT) documentation (certified tier specification or model year specification), and CARB or SCAQMD operating permit (if applicable) shall be provided to the City at the time of mobilization of each applicable unit of equipment. This equipment shall be used when commercial models that meet the construction needs of the proposed Project are commercially available from local suppliers/vendors. The determination of commercial availability of such equipment shall be made by the City, based on applicant-provided evidence from expert sources, such as construction contractors in the region.
- Construction equipment shall be properly maintained according to manufacturer specifications.

- All diesel-powered construction equipment, delivery vehicles, and delivery trucks shall be turned off when not in use. On-site idling shall be limited to three minutes in any one hour.
- Construction on-road haul trucks shall be model year 2010 or newer if diesel-fueled.
- Information on ridesharing programs shall be made available to construction employees.
- During construction, lunch options shall be provided onsite.
- A publicly visible sign shall be posted with the telephone number and person to contact regarding dust complaints per SCAQMD Standards.
- All construction contractors shall be provided information on the South Coast Air Quality Management District Surplus Off-road Opt-In “SOON” funds which provides funds to accelerate cleanup of off-road diesel vehicles.
- The Project shall demonstrate compliance with SCAQMD Rule 403 concerning fugitive dust and provide appropriate documentation to the City of Menifee.
- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet-power vacuum street sweepers at least once per day. The use of dry-power sweeping shall be prohibited.
- All vehicle speeds on unpaved roads, driveways, or driving surfaces shall be limited to 15 mph.
- All off-site access roads shall either be stabilized using a chemical dust suppressant or paved prior to the grading phase of construction.
- Building pads shall be laid as soon as possible after grading, unless seeding or soil binders are used.
- A publicly visible sign shall be posted with the telephone number and the name of the person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of the SCAQMD shall also be visible to ensure compliance.

MM AQ-2

The Project applicant shall be required to use paints, architectural coatings, and industrial maintenance coatings that have volatile organic compound levels of less than 10 g/L. All specifications, plans, and/or details necessary to verify compliance shall be included in the Project's applicable construction drawings. Prior to issuance of a building permit, the City of Menifee Building and Safety Department shall confirm that plans include the following specifications:

- All architectural coatings will be super-compliant low VOC paints.
- Recycle leftover paint. Take any leftover paint to a household hazardous waste center; do not mix leftover water-based and oil-based paints.
- Keep lids closed on all paint containers when not in use to prevent VOC emissions and excessive odors.
- For water-based paints, clean up with water only. Whenever possible, do not rinse the cleanup water down the drain or pour it directly into the ground or the storm drain. Set aside the can of cleanup water and take it to the hazardous waste center (www.cleanup.org).
- Use compliant low-VOC cleaning solvents to clean paint application equipment.
- Keep all paint- and solvent-laden rags in sealed containers to prevent VOC emissions.
- Contractors shall construct/build with materials that do not require painting and use pre-painted construction materials to the extent practicable.
- Use high-pressure/low-volume paint applicators with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.

MM AQ-3 The Project's contractors shall be prohibited from idling heavy equipment for more than three minutes and prohibited from being in the "on" position for more than 10 hours per day. The Project's general contractor shall designate an officer to monitor the construction equipment operators on-site for compliance.

MM AQ-4 All outdoor cargo handling equipment (such as yard trucks, hostlers, yard goats, pallet jacks, and forklifts) shall be zero emission (i.e., powered by electricity or other alternative fuels). The warehouse building shall include the necessary charging stations for cargo handling equipment. The building manager or their designee shall be responsible for enforcing these requirements.

MM AQ-5 Prior to the issuance of a certificate of occupancy permit, the Community Development Department shall confirm that all truck access gates and loading docks within the Project site shall have posted signage that states:

- Truck drivers shall turn off engines when not in use.
- Truck drivers shall shut down the engine after three minutes of continuous idling operation (pursuant to City of Menifee's Industrial Good Neighbor Policies). Once the vehicle is stopped, the transmission is set to "neutral" or "park", and the parking brake is engaged.
- Telephone numbers of the building facilities manager, the SCAQMD, and CARB to report violations.

- Signs shall also inform truck drivers about the health effects of diesel particulates, the California Air Resources Board diesel idling regulations, and the importance of being a good neighbor by not parking in residential areas.
- The Operator shall designate an officer to monitor trucks on-site for compliance.
- To the extent feasible, the Project shall restrict the turns trucks can make entering and exiting the facility to route trucks away from sensitive receptors by posting signs at every truck exit driveway providing directional information to head northbound to Ethanac Road (designated truck route).
- Signs and drive aisle pavement markings shall clearly identify the on-site circulation pattern to minimize unnecessary on-site vehicular travel.
- All signage installed as part of the Project shall be legible, durable, and weather-proof.

Impact 4.2-3 *Would the Project expose sensitive receptors to substantial pollutant concentrations?*

Level of Significance: Less than Significant Impact with Mitigation Incorporated

Localized Construction Significance Analysis

To identify impacts to sensitive receptors, the SCAQMD recommends addressing LSTs for construction. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with Project-specific emissions.

Project Sites 1 and 2

CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment. **Table 4.2-11: Equipment-Specific Grading Rates for Site 1 and Site 2** is used to determine the maximum daily disturbed acreage for comparison to LSTs. The appropriate SRA for the localized significance thresholds is the Perris Valley (SRA 24) since this area includes the Project site. LSTs apply to NO₂, CO, PM₁₀, and PM_{2.5}. The SCAQMD produced look-up tables for projects that disturb areas less than or equal to 5 acres in size. Site 1 and Site 2 would disturb 3.5 acres each. As Site 1 and Site 2 are approximately 200 meters (660 feet) apart and adjacent to the same sensitive receptors, the impacts of both sites have been analyzed together. Although construction of Site 1 and Site 2 (combined) is anticipated to disturb a minimum of 7 acres in a single day during the site preparation phase, the 5.0-acre LST threshold was conservatively used for this analysis, as the LSTs increase with the size of the soil disturbance activity.

Table 4.2-11: Equipment-Specific Grading Rates for Site 1 and Site 2

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Site Preparation	Tractors	8	0.5	8	4.0
	Graders	0	0.5	8	0
	Dozers	6	0.5	8	3.0
	Scrapers	0	1	8	0
	Total Acres Graded per Day				

Source: Ibid. page 37 – Table 11

The SCAQMD’s methodology states that “off-site mobile emissions from the Project should not be included in the emissions compared to LSTs.” Therefore, only emissions included in the CalEEMod “on-site” emissions outputs were considered. The nearest sensitive receptors are single-family residences located approximately 40 feet (12 meters) to the west of the Project Site 2. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Therefore, LSTs for receptors located at the closest distance of 25 meters were utilized in this analysis consistent with SCAQMD methodology. **Table 4.2-12: Localized Significance of Construction Emissions for Site 1 and Site 2** presents the results of localized emissions during each construction activity for the Project (Site 1 and Site 2) after incorporating mitigation measures required under Impact 4.2-2. **Table 4.2-12** shows that emissions of these pollutants on the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors.

Table 4.2-12: Localized Significance of Construction Emissions for Site 1 and Site 2

Construction Activity	Emissions (Maximum Pounds Per Day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Project Site 1 (Corsica Lane)¹				
Demolition 2024	4.51	18.17	0.26	0.09
Site Preparation 2024	2.59	28.31	5.21	2.73
Grading 2024	4.43	35.35	2.51	1.07
Building Construction 2024	2.83	14.83	0.08	0.07
Paving 2024	1.93	10.60	0.03	0.03
Architectural Coating 2024	0.91	1.15	0.03	0.03
Architectural Coating 2025	0.88	1.14	0.03	0.03
<i>Maximum Emissions</i>	4.51	35.35	5.21	2.73
<i>SCAQMD Localized Screening Threshold (adjusted for 3.5 acres at 25 meters)</i>	220	1,230	10	6
Exceed SCAQMD Threshold?	No	No	No	No
Project Site 2 (Wheat Street)				
Site Preparation 2024	2.59	28.31	5.21	2.73
Grading 2024	2.04	17.77	1.90	0.95
Building Construction 2024	2.83	14.83	0.08	0.07
Paving 2024	2.52	9.39	0.11	0.11
Architectural Coating 2024	0.91	1.15	0.03	0.03
Architectural Coating 2025	0.88	1.14	0.03	0.03
<i>Maximum Emissions</i>	2.83	28.31	5.21	2.73
<i>SCAQMD Localized Screening Threshold (adjusted for 3.5 acres at 25 meters)</i>	220	1,230	10	6
Exceed SCAQMD Threshold?	No	No	No	No

Construction Activity	Emissions (Maximum Pounds Per Day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Total Site 1 and Site 2 Localized Construction Emissions				
Demolition 2024	4.51	18.17	0.26	0.09
Site Preparation 2024	5.18	56.62	10.42	5.46
Grading 2024	6.47	53.12	4.41	2.02
Building Construction 2024	5.66	29.66	0.16	0.14
Paving 2024	4.45	19.99	0.14	0.14
Architectural Coating 2024	1.82	2.3	0.06	0.06
Architectural Coating 2025	1.76	2.28	0.06	0.06
<i>Maximum Emissions</i>	6.47	56.62	10.42	5.46
<i>SCAQMD Localized Screening Threshold (adjusted for 5 acres at 25 meters)</i>	270	1,577	13	8
Exceed SCAQMD Threshold?	No	No	No	No
NO _x = Nitrogen Oxides; CO = Carbon Monoxide; PM ₁₀ = Particulate Matter 10 microns in diameter or less; PM _{2.5} = Particulate Matter 2.5 microns in diameter or less				
Notes:				
1. Project Site 1 emissions are based on the previous version of the Project identified in the NOP. The previous version was 30,900 SF larger and included 3 buildings. To be conservative, emissions from the larger version of Project Site 1 are analyzed in this EIR.				
Source: Ibid. page 38 – Table 38				

As shown in **Table 4.2-12**, construction emissions from the Project (Site 1 and Site 2 combined) are below SCAQMD LST. Significant impacts would not occur concerning LSTs for Site 1 and Site 2 during construction.

Project Site 3

Table 4.2-13: Equipment-Specific Grading Rates for Site 3 shows the maximum daily disturbed acreage for Site 3. The appropriate SRA for the localized significance thresholds is the Perris Valley (SRA 24) since this area includes the Project Site 3. Project construction is anticipated to disturb a minimum of 3.5 acres in a single day during the site preparation phase. As the LST guidance provides thresholds for projects disturbing 1-, 2-, and 5-acres in size and the thresholds increase with size of the site, the LSTs for a 3.5-acre threshold were interpolated and utilized for this analysis.

Table 4.2-13: Equipment-Specific Grading Rates for Site 3

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Site Preparation	Tractors	4	0.5	8	2.0
	Graders	0	0.5	8	0
	Dozers	3	0.5	8	1.0
	Scrapers	0	1	8	0
	Total Acres Graded per Day				

Source: page 39 – Table 13

The nearest sensitive receptors is a single-family residence located approximately 1,130 feet (344 meters) to the west of Project Site 3. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Therefore, LSTs for receptors located at the distance of 344 meters were interpolated and utilized in this analysis consistent with SCAQMD methodology. **Table 4.2-14: Localized Significance of Construction Emissions for Site 3** presents the results of localized emissions during each

construction activity for Project Site 3 after incorporating mitigation measures required under Threshold 4.2-2. **Table 4.2-14** shows that emissions of these pollutants on the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors.

Table 4.2-14: Localized Significance of Construction Emissions for Site 3

Construction Activity	Emissions (Maximum Pounds Per Day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Site Preparation 2024	2.59	28.31	5.21	2.73
Grading 2024	2.04	17.77	1.90	0.95
Building Construction 2024	2.83	14.83	0.08	0.07
Paving 2024	1.93	10.60	0.03	0.03
Architectural Coating 2024	0.91	1.15	0.03	0.03
Architectural Coating 2025	0.88	1.14	0.03	0.03
<i>Maximum Emissions</i>	2.83	28.31	5.21	2.73
<i>SCAQMD Localized Screening Threshold (adjusted for 3.5 acres at 344 meters)</i>	577	13,073	139	61
Exceed SCAQMD Threshold?	No	No	No	No
NO _x = Nitrogen Oxides; CO = Carbon Monoxide; PM ₁₀ = Particulate Matter 10 microns in diameter or less; PM _{2.5} = Particulate Matter 2.5 microns in diameter or less				
Source: Ibid. page 39 – Table 14				

Localized Operational Significance Analysis

According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a project only if it includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). Since the Project includes a warehouse, the operational phase LST protocol is conservatively applied to both the area source and a portion of the mobile source emissions for operations.

Project Sites 1 and 2

LSTs thresholds for receptors located at 25 meters in SRA 24 were utilized in this analysis because the closest receptors to the Project Site 1 and Project Site 2 are located approximately 40 feet (12 meters) to the west of Site 2. Although the Project Site 1 and Site 2 in total are approximately 18.71 acres, the 5.0-acre LST threshold was conservatively used for this analysis, as the LSTs increase with the size of the site.

For a worst-case scenario assessment, the emissions shown in **Table 4.2-15: Localized Significance of Operational Emissions for Site 1 and Site 2** conservatively include all on-site Project-related stationary source and three percent of mobile sources, since a portion of mobile sources could include trucks idling on-site, after incorporating mitigation measures required under Impact FT4.2-2. **Table 4.2-15** shows that the maximum daily emissions of these pollutants for Project (Site 1 and Site 2 combined) operations would not result in significant concentrations of pollutants at nearby sensitive receptors.

Table 4.2-15: Localized Significance of Operational Emissions for Site 1 and Site 2

Activity	Emissions (Maximum Pounds Per Day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Project Site 1 (Corsica Lane)¹				
On-Site, Generators, and Mobile Source Emissions ²	9.39	19.66	0.64	0.56
<i>SCAQMD Localized Screening Threshold (5.0 acres at 25 meters)</i>	270	1,577	4	2
Exceed SCAQMD Threshold?	No	No	No	No
Project Site 2 (Wheat Street)				
On-Site, Generators, and Mobile Source Emissions ²	3.05	6.46	0.19	0.18
<i>SCAQMD Localized Screening Threshold (5.0 acres at 25 meters)</i>	270	1,577	4	2
Exceed SCAQMD Threshold?	No	No	No	No
Total Site 1 and Site 2 Localized Operational Emissions				
On-Site, Generators, and Mobile Source Emissions ²	12.44	26.12	0.83	0.74
<i>SCAQMD Localized Screening Threshold (5.0 acres at 25 meters)</i>	270	1,577	4	2
Exceed SCAQMD Threshold?	No	No	No	No
NO _x = Nitrogen Oxides; CO = Carbon Monoxide; PM ₁₀ = Particulate Matter 10 microns in diameter or less; PM _{2.5} = Particulate Matter 2.5 microns in diameter or less				
Notes:				
1. Project Site 1 emissions are based on the previous version of the Project identified in the NOP. The previous version was 30,900 SF larger and included 3 buildings. To be conservative, emissions from the larger version of Project Site 1 are analyzed in this EIR.				
2. Includes all on-site and three percent of warehouse mobile source emissions.				
Source: Ibid. page 40 – Table 15				

Project Site 3

LSTs thresholds for receptors located at 344 meters in SRA 24 were utilized in this analysis because the closest receptor to Project Site 3 is located approximately 1,130 feet (344 meters) to the west of the site. Although Project Site 3 is approximately 7.52 acres, the 5.0-acre LST threshold was conservatively used for this analysis, as the LSTs increase with the size of the site.

For a worst-case scenario assessment, the emissions shown in **Table 4.2-16: Localized Significance of Operational Emissions for Site 3** conservatively include all on-site Project-related stationary source and one percent of mobile sources, since a portion of mobile sources could include trucks idling on-site, after incorporating mitigation measures required under Threshold 5.2. **Table 4.2-16** shows that the maximum daily emissions of these pollutants for Project Site 3 operations would not result in significant concentrations of pollutants at nearby sensitive receptors.

Table 4.2-16: Localized Significance of Operational Emissions for Site 3

Activity	Emissions (Maximum Pounds Per Day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
On-Site, Generators, and Mobile Source Emissions ¹	10.74	15.33	0.60	0.58
<i>SCAQMD Localized Screening Threshold (5.0 acres at 344 meters)</i>	628	14,382	36	16
Exceed SCAQMD Threshold?	No	No	No	No
NO _x = Nitrogen Oxides; CO = Carbon Monoxide; PM ₁₀ = Particulate Matter 10 microns in diameter or less; PM _{2.5} = Particulate Matter 2.5 microns in diameter or less				
3. Includes all on-site and one percent of warehouse mobile source emissions.				
Source: Ibid. page 41 – Table 16				

In addition, SCAQMD's Rule 2305 will require the Project to directly reduce NO_x and particulate matter emissions or pay SCQMD a mitigation fee to help fund incentive programs for the purchase of cleaner trucks and charging/fueling infrastructure in communities nearby.

Criteria Pollutant Health Impacts

On December 24, 2018, the California Supreme Court issued an opinion identifying the need to provide sufficient information connecting a project's air emissions to health impacts or explain why such information could not be ascertained (*Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502). The SCAQMD has set its CEQA significance thresholds based on the FCAA, which defines a major stationary source (in extreme O₃ nonattainment areas such as the SCAB) as emitting 10 tons per year. The thresholds correlate with the trigger levels for the federal New Source Review (NSR) Program and SCAQMD Rule 1303 for new or modified sources. The NSR Program⁶ was created by the FCAA to ensure that stationary sources of air pollution are constructed or modified in a manner that is consistent with attainment of health-based federal ambient air quality standards. The federal ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect the public health. Therefore, projects that do not exceed the SCAQMD's LSTs and mass emissions thresholds would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and no criteria pollutant health impacts.

NO_x and ROG are precursor emissions that form O₃ in the atmosphere in the presence of sunlight where the pollutants undergo complex chemical reactions. It takes time and the influence of meteorological conditions for these reactions to occur, so O₃ may be formed at a distance downwind from the sources. Breathing ground-level O₃ can result in health effects that include reduced lung function, inflammation of airways, throat irritation, pain, burning, or discomfort in the chest when taking a deep breath, chest tightness, wheezing, or shortness of breath. In addition to these effects, evidence from observational studies strongly indicates that higher daily O₃ concentrations are associated with increased asthma attacks, increased hospital admissions, increased daily mortality, and other markers of morbidity. The consistency and coherence of the evidence for effects upon asthmatics suggests that O₃ can make asthma symptoms worse and can increase sensitivity to asthma triggers.

According to the SCAQMD AQMPs, O₃, NO_x, and ROG have been decreasing in the SCAB since 1975 and are projected to continue to decrease in the future. Although vehicle miles traveled in the SCAB continue to increase, NO_x and ROG levels are decreasing because of the mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NO_x emissions from electric utilities have also decreased due to the use of cleaner fuels and renewable energy. The 2022 AQMP demonstrates how the SCAQMD's control strategy to meet the 2015 federal O₃ standard by 2037 and would lead to sufficient NO_x emission reductions. In addition, since NO_x emissions also lead to the formation of PM_{2.5}, the NO_x reductions needed to meet the O₃ standards will likewise lead to improvement of PM_{2.5} levels and attainment of PM_{2.5} standards.

⁶ Ibid. page 41.

The SCAQMD's air quality modeling demonstrates that NO_x reductions prove to be much more effective in reducing O₃ levels and will also lead to significant improvement in PM_{2.5} concentrations. NO_x-emitting stationary sources regulated by the SCAQMD include Regional Clean Air Incentives Market (RECLAIM) facilities (e.g., refineries, power plants, etc.), natural gas combustion equipment (e.g., boilers, heaters, engines, burners, flares) and other combustion sources that burn wood or propane. The AQMPs identify robust NO_x reductions from new regulations on RECLAIM facilities, non-refinery flares, commercial cooking, and residential and commercial appliances. Such combustion sources are already heavily regulated with the lowest NO_x emissions levels achievable but there are opportunities to require and accelerate replacement with cleaner zero-emission alternatives, such as residential and commercial furnaces, pool heaters, and backup power equipment. The AQMD plans to achieve such replacements through a combination of regulations and incentives. Technology-forcing regulations can drive development and commercialization of clean technologies, with future year requirements for new or existing equipment. Incentives can then accelerate deployment and enhance public acceptability of new technologies.

There are significant challenges with correlating specific health effects that will occur as a result of a project's significant criteria air pollutant emissions. Generally, models that correlate criteria air pollutant concentrations with specific health effects focus on regulatory decision-making that will apply throughout an entire air basin or region. These models focus on the region-wide health effects of pollutants so that regulators can assess the costs and benefits of adopting a proposed regulation that applies to an entire category of air pollutant sources, rather than the health effects related to emissions from a specific proposed project or source. Because of the scale of these analyses, any one project is likely to have only very small incremental effects which may be difficult to differentiate from the effects of air pollutant concentrations in an entire air basin. In addition, such modeling efforts are costly, and the value of a project-specific analysis may be modest in relation to that cost. Furthermore, the results, while costly to produce, may not be particularly useful. For regional pollutants, it is difficult to trace a particular project's criteria air pollutant emissions to a specific health effect. Moreover, the modeled results may be misleading because the margin of error in such modeling is large enough that, even if the modeled results report a given health effect, the model is sufficiently imprecise that the actual effect may differ from the reported results; that is, the modeled results suggest precision, when in fact available models cannot be that precise on a project level.

As discussed above, the mass emissions thresholds developed by SCAQMD and used by CEQA lead agencies throughout southern California to determine potential significance of project-related regional changes in the environment are not directly indicative of exceedances of applicable ambient air standards. Meteorology, the presence of sunlight, and other complex chemical factors all combine to determine the ultimate concentration and location of O₃ or PM. The effects on ground-level ambient concentrations of pollutants that may be breathed by people are also influenced by the spatial and temporal patterns of the emission sources. In other words, the effect on O₃ and PM concentrations from a given mass of pollutants emitted in one location may vary from the effect if that same mass of pollutants was emitted in an entirely different location in the SCAB. The same effect may be observed when the daily and seasonal variation of emissions is taken into account. Regional-scale photochemical modeling, typically performed only for

NAAQS attainment demonstration and rule promulgation, account for these changes in the spatial, temporal, and chemical nature of regional emissions.

Emissions from the construction and operation of the proposed Project would vary by time of day, month, and season, and the majority of Project-related emissions, being generated by mobile sources (cars and trucks) driving to and from the site, would be emitted throughout a wide area defined by the origins and destinations of people traveling to and from the proposed Project. As SCAQMD has stated “it takes a large amount of additional precursor emissions to cause a modeled increase in ambient ozone levels over an entire region.”⁷

Specifically, for extremely large regional projects, the SCAQMD states that it has been able to correlate potential health outcomes for very large emissions sources – as part of their rulemaking activity, specifically 6,620 pounds per day of NO_x and 89,180 pounds per day of VOC were expected to result in approximately 20 premature deaths per year and 89,947 school absences due to O₃. Based on its recent experiences applying regional scale models to relatively small increase in emissions, SCAQMD stated in its Amicus Brief in the Sierra Club v. County of Fresno case: “[A] project emitting only 10 tons per year of NO_x or VOC is small enough that its regional impact on ambient ozone levels may not be detected in the regional air quality models that are currently used to determine ozone levels.”⁸ The Brief makes it clear that SCAQMD does not believe that there must be a quantification of a project's health risks in CEQA documents prepared for individual projects. Any attempt to quantify the proposed Project's health risks would be considered unreliable and misleading. Also, the Project does not generate anywhere near 6,620 pounds per day of NO_x or 89,190 pounds per day of ROG (VOC) emissions, which SCAQMD stated was a large enough emission to quantify O₃-related health impacts. Therefore, the Project's emissions are not sufficiently high enough to use regional modeling program to correlate health effects on a basin-wide level.

As previously discussed, localized effects of on-site Project emissions on nearby receptors for the Project would be less than significant (refer to **Table 4.2-12**, **Table 4.2-14**, **Table 4.2-15**, and **Table 4.2-16**). The LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable state or federal ambient air quality standard. The LSTs were developed by the SCAQMD based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor. The ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations.

Although it may be misleading and unreliable to attempt to specifically and numerically quantify the Project's health risks at a regional level, this analysis provides extensive information concerning the Project's potential health risks. Information on health impacts related to exposure to ozone and particulate matter emissions published by the U.S. EPA and CARB have been summarized above and discussed in the Regulatory Framework section. Health studies are used by these agencies to set the NAAQS and CAAQS. The Project would not exceed the SCAQMD's numeric regional mass daily thresholds

⁷ Ibid. page 43.

⁸ Ibid. page 43.

for ROG and NO_x and would not constitute a significant health impact to the population adjacent to the Project and within the SCAB.

Carbon Monoxide Hotspots

An analysis of CO “hot spots” is needed to determine whether the change in the level of service of an intersection resulting from the Project would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined. Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard.

The SCAB was re-designated as attainment in 2007 and is no longer addressed in the SCAQMD’s AQMP. The 2003 AQMP is the most recent version that addresses CO concentrations. As part of the SCAQMD *CO Hotspot Analysis*, the Wilshire Boulevard and Veteran Avenue intersection, one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day, was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 ppm, which is well below the 35-ppm Federal standard. The Project considered herein would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD’s *CO Hotspot Analysis*. As the CO hotspots were not experienced at the Wilshire Boulevard and Veteran Avenue intersection even as it accommodates 100,000 vehicles daily, it can be reasonably inferred that CO hotspots would not be experienced at any intersections in the Project vicinity resulting from 839 total additional vehicle trips attributable to the Project. Therefore, impacts would be less than significant.

Construction and Operational Diesel Particulate Matter

Project construction would result in the generation of DPM emissions from the use of required off-road diesel equipment required. Operational activities would also include the use of heavy-duty diesel trucks. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment dissipates rapidly. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. The California Office of Environmental Health Hazard Assessment (OEHHA) has not identified short-term health effects from DPM. Construction is temporary and would be transient throughout the site (i.e., move from location to location) and would not generate emissions in a fixed location for extended periods of time which would limit the exposure of any proximate individual sensitive receptor to TACs.

Additionally, construction is subject to and would comply with California regulations (e.g., California Code of Regulations, Title 13, Sections 2485 and 2449), which reduce diesel PM and criteria pollutant emissions from in-use off-road diesel-fueled vehicles and limit the idling of heavy-duty construction equipment to no more than five minutes. In response to the increase in warehouse development in California, the State of California Department of Justice issued a memorandum in March 2021 (updated in September 2022), entitled *Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act* (Memorandum). The Memorandum encourages warehouse projects to implement certain best practices, one of which recommends that construction equipment not in use for more than three minutes be turned off. It is noted that **MM AQ-1** and **MM AQ-3** prohibit heavy construction equipment from idling for more than three minutes. These regulations and mitigation measures would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. Given the temporary and intermittent nature of construction activities likely to occur within specific locations in the Project site (i.e., construction is not likely to occur in any one location for an extended time), the dose of DPM that any one receptor is exposed to would be limited. Therefore, considering the relatively short duration of DPM-emitting construction activity at any one location, and the highly dispersive properties of DPM, sensitive receptors would not be exposed to substantial concentrations of construction-related TAC emissions.

A Health Risk Assessment (HRA) (**Appendix B2**) was conducted based on the SCAQMD's Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis and the SCAQMD Risk Assessment Procedures and the guidance from OEHHA.

Construction Sources

Construction would generate DPM emissions from the use of off-road, heavy-duty diesel equipment for demolition; site preparation (e.g., clearing, grading); building construction; paving; application of architectural coatings; on-road truck travel; and other miscellaneous activities. For construction activity, DPM is the primary toxic air contaminant of concern. On-road diesel-powered haul trucks traveling to and from the construction area to deliver materials and equipment are less of a concern because they would not stay on the site for long durations. Diesel exhaust from construction equipment operating at the site poses a health risk to nearby sensitive receptors.

Operational Sources

Mobile Sources. The Project is located near existing legal non-conforming residential uses. Due to the increased truck traffic from the Project, the resulting emissions could result in pollutant concentrations at existing sensitive receptors. Average daily trips from truck traffic to the Project were obtained from the Project Traffic Study (**Appendix I1**). An emission rate for PM₁₀ (DPM) was calculated using trip data and a CARB 2021 Emission FACTor model (EMFAC)⁹ model run for Riverside County; refer to Appendix A of the Project HRA. EMFAC generates emission factors in terms of grams of pollutant emitted per vehicle activity and can calculate a matrix of emission factors at specific values of vehicle speed and type. The model was

⁹ Ibid. page 45.

run for heavy-duty diesel vehicles traveling along off-site roads, circulating the Project site, and idling at proposed loading docks.

Off-Road Equipment. The HRA assumed the Project would include 10 forklifts and two yard trucks for loading and unloading goods per the SCAQMD *High Cube Warehouse Truck Trip Study White Paper*.¹⁰ The unmitigated scenario assumes the Project would use diesel off-road cargo handling equipment. Unmitigated off-road equipment emissions were calculated based on the CARB OFFROAD emissions inventory. **MM AQ-4** requires all cargo handling equipment (e.g., forklifts and yard trucks) to be zero emissions (ZE), and therefore, is incorporated into the mitigated scenario in this report.

Emergency Backup Generators. As the Project warehouse is speculative, it is unknown whether emergency backup generators would be used. Backup generators would only be used in the event of a power failure and would not be part of the Project's normal daily operations. Nonetheless, emissions associated with this equipment were included to be conservative. If backup generators are proposed, the end user would be required to obtain a permit from the SCAQMD prior to installation. Emergency backup generators must meet SCAQMD's Best Available Control Technology (BACT) requirements and comply with SCAQMD Rule 1470 (Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines), which would minimize emissions.

Dispersion Modeling

PM₁₀ exhaust construction emissions rates in grams per second were calculated from the total annual on-site exhaust emissions reported in CalEEMod during construction. PM₁₀ exhaust construction emissions over the entire construction period were used in AERMOD, a U.S. EPA-approved dispersion model, to approximate construction DPM emissions. AERMOD is a steady-state, multiple-source, Gaussian dispersion model designed for use with emission sources situated in terrain where ground elevations can exceed the stack heights of the emission sources. AERMOD requires hourly meteorological data consisting of wind vector, wind speed, temperature, stability class, and mixing height. Uniform Cartesian receptors were used to evaluate the locations of the maximally exposed sensitive receptors. Surface and upper air meteorological data from the Banning Monitoring Station provided by the SCAQMD was selected as being the most representative meteorology. In addition, National Elevation Dataset (NED) terrain data was imported into AERMOD for the Project. The modeling and analysis were prepared in accordance with the SCAQMD Modeling Guidance for AERMOD.¹¹

Note that the concentration estimate developed using this methodology is conservative and is not a specific prediction of the actual concentrations that would occur at the Project site any one point in time. Actual 1-hour and annual average concentrations are dependent on many variables, particularly the number and type of vehicles and equipment operating at specific distances during time periods of adverse meteorology. A health risk computation was performed to determine the risk of developing an excess cancer risk calculated on these worst-case exposure duration scenarios. The chronic and carcinogenic health risk calculations are based on the standardized equations contained in the OEHHA Guidance Manual. Only the risk associated with the worst-case location of the Project was assessed.

¹⁰ Ibid. page 46.

¹¹ Ibid. page 46.

Risk and Hazard Assessment

Risk levels were calculated based on the California Office of Environmental Health Hazard Assessment (OEHHA) guidance document, *Air Toxics Hot Spots Program Risk Assessment Guidelines* (February 2015). SCAQMD's threshold for cancer risk is ten in-one-million and the chronic noncancer hazard index is one. Projects that do not exceed these thresholds would not result in a significant impact.

Based on OEHHA *Risk Assessment Guidelines*, the exposure duration for a resident is 30 years, beginning with the third trimester; the exposure duration for workers is 25 years. Operations would commence following construction. As such, construction would not overlap with operations. The analysis calculates risk based on exposure to construction concentrations during the nine months of the exposure duration and operational concentrations for the remainder of the exposure duration. Unmitigated incremental Project health risk (construction and operations combined) would result in a maximum cancer risk of 204.68 in one million. The Project would be required to implement **MM AQ-1** (Tier 4 construction equipment) and **MM AQ-4**, (zero emission cargo handling equipment). With mitigation, the Project's incremental health risk would be reduced to 0.87 in one million at the worst-case residential receptor. Respectively. Therefore, impacts associated with carcinogenic risk would be less than significant.

A chronic hazard index of 1.0 is considered individually significant. The hazard index is calculated by dividing the chronic exposure by the reference exposure level. The chronic hazard was calculated based on the highest annual average concentration at the maximally exposed individual receptor. The highest maximum chronic hazard index associated with unmitigated DPM emissions from the Project would be 0.303. Therefore, even without mitigation, non-carcinogenic hazards are calculated to be within acceptable limits and a less than significant impact would occur. With mitigation the chronic hazard would be reduced to 0.061. Impacts would be less than significant.

Mitigation Measures

Refer to **MMs AQ-1** through **AQ-4** in Impact 4.2-2 above.

Impact 4.2-4 ***Would the Project Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?***

Level of Significance: Less than Significant

Construction

Project Sites 1, 2, and 3

Odors that could be generated by construction activities are required to follow SCAQMD Rule 402 to prevent odor nuisances on sensitive land uses. SCAQMD Rule 402, Nuisance, states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

During construction, emissions from construction equipment, such as diesel exhaust, and volatile organic compounds from architectural coatings and paving activities may generate odors. However, these odors would be temporary, are not expected to affect a substantial number of people and would disperse rapidly. Therefore, impacts related to odors associated with the Project's construction-related activities would be less than significant.

Operations

Project Sites 1, 2, and 3

The SCAQMD *CEQA Air Quality Handbook* identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Project would not include any of the land uses that have been identified by the SCAQMD as odor sources. Therefore, the Project would not create objectionable odors.

Mitigation Measures

No mitigation measures are required.

4.2.6 Cumulative Impacts

Cumulative Short-Term Emissions

The SCAB is designated nonattainment for O₃, PM₁₀, and PM_{2.5} for State standards and nonattainment for O₃ and PM_{2.5} for Federal standards. Appendix D of the SCAQMD *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution* (2003) notes that projects that result in emissions that do not exceed the project-specific SCAQMD regional thresholds of significance should result in a less than significant impact on a cumulative basis unless there is other pertinent information to the contrary. Therefore, if a project is estimated to result in emissions that do not exceed the thresholds, the project's contribution to the cumulative impact on air quality in the SCAB would not be cumulatively considerable. **Table 4.2-8** shows that Project unmitigated construction emissions would exceed the SCAQMD ROG and NO_x significance thresholds. However, implementation of **MM AQ-1** through **MM AQ-3** would reduce construction emissions impacts to a less than significant level. Therefore, the proposed Project would not generate a cumulatively considerable contribution to air pollutant emissions during construction.

Cumulative Long-Term Impacts

The SCAQMD has not established separate significance thresholds for cumulative operational emissions. The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, individual project emissions contribute to existing cumulatively significant adverse air quality impacts. The SCAQMD developed the operational thresholds of significance based on the level above which individual project emissions would result in a cumulatively considerable contribution to the SCAB's existing air quality conditions. Therefore, a project that exceeds the SCAQMD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact.

Table 4.2-10 shows that the Project’s mitigated operational emissions would not exceed SCAQMD thresholds with implementation of **MM AQ-4** and **MM AQ-5**, and **MMs GHG-1** through **GHG-7** from the Project GHG Assessment. As a result, Project operational emissions would not result in a cumulatively considerable contribution to significant cumulative air quality impacts. A less than significant impact would occur in this regard.

4.2.7 Significant Unavoidable Impacts

No significant unavoidable impact concerning air quality would occur.

4.2.8 References

City of Menifee. (2022). *Design Guidelines*. Available at:

[https://www.cityofmenifee.us/DocumentCenter/View/14902/Design-Guidelines_Amended-March-2-2022?bidId=.](https://www.cityofmenifee.us/DocumentCenter/View/14902/Design-Guidelines_Amended-March-2-2022?bidId=)

City of Menifee. (2013). *Menifee General Plan Open Space & Conservation Element*. Available at:

<https://www.cityofmenifee.us/250/Open-Space-Conservation-Element>.

Kimley-Horn and Associates, Inc. (2024). *Air Quality Assessment (Appendix B1)*.

Kimley-Horn and Associates, Inc. (2024). *Health Risk Assessment (Appendix B2)*.

4.3 BIOLOGICAL RESOURCES

4.3.1 Introduction

This section describes effects on biological resources that may result from implementation of the Compass Northern Gateway (Project). The following discussion addresses existing environmental conditions in the affected areas, identifies and analyzes environmental impacts of the Project, and recommends measures to reduce or avoid significant impacts anticipated from implementation of the Project. This includes construction and operation of the proposed warehouse buildings. In addition, existing laws, and regulations relevant to biological resources are described. In some cases, compliance with these existing laws and regulations would serve to reduce or avoid certain impacts that might otherwise occur with the implementation of the Project. Furthermore, the Project is composed of three detached sites referred to “Project Site 1,” “Project Site 2,” and “Project Site 3,” but when not referring to each site separately, these three sites will be referred to hereafter as the “Project” or “Project Sites.” Since the release of the Notice of Preparation (NOP) on January 13, 2023, the Project’s design has changed. More specifically, APN 330-180-029 was removed from Project Site 1, and thus reduced the total proposed buildings from three to two, totaling 234,921 square feet (SF). However, to be conservative, this EIR (where applicable) analyzes the previous square footage of 265,821 SF between three buildings.

The setting, context, and impact analysis in this section are based primarily on the biological resource study conducted by ELMT Consulting (ELMT) in July 2023. The following biological report is contained in **Appendix C** of this Draft EIR:

- ELMT Consulting, Inc. (2023). Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis.
- ELMT Consulting, Inc. (2023). Burrowing Owl Focused Survey Report.

A literature review and records search were conducted in conformance with existing and applicable protocols to identify any plant communities, listed plant species, listed wildlife species, and wildlife habitat present on the Project Sites. In addition to the field survey, a literature review was conducted to determine if any recent records of sensitive biological resources have been recorded on or in the vicinity of the Project Sites. The natural inventories included resources identified in the California Native Plant Society Electronic Inventory (CNPSEI) database; California Natural Diversity Database (CNDDB) Rarefind 5; CNDDB Biogeographic Information and Observation System (BIOS); U.S. Environmental Protection Agency (EPA) Water Program “My Waters” data layers; Google Earth Pro historic aerial imagery (1985-2021); Stephen’s Kangaroo Rat Habitat Conservation Plan; U.S. Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Soil Survey; U.S. Fish and Wildlife Service (USFWS) Critical Habitat designations for Threatened and Endangered Species; USFWS National Wetlands Inventory (NWI); Western Riverside County Regional Conservation Authority (RCA) Multiple Species Habitat Conservation Plan (MSHCP) Information Map; and 2006 Burrowing Owl Survey Instructions for the Western Riverside MSHCP Area. Following the literature review, field surveys were conducted by ELMT on November 22, 2022.

4.3.2 Environmental Setting

Surrounding Land Uses

Project Site 1 (Corsica Lane) DEV2022-010

Project Site 1 is bounded to the north by undeveloped, vacant land; to the northeast by residential development; to the east by Wheat Street with residential development beyond; to the south by undeveloped land supporting a high-voltage transmission line; and to the west by Goetz Road and undeveloped, vacant land with residential development beyond.

Project Site 2 (Wheat Street) DEV2022-012

Project Site 2 is bounded to the north by undeveloped, vacant land; to the east by Wheat Street undeveloped, vacant land beyond; and to the south and west by residential development.

Project Site 3 (Evans Road) DEV2022-018

Project Site 3 is bounded to the north by Ethanac Road with an earthen flood control channel and vacant land within the City of Perris beyond; to the east by the same earthen flood control channel; to the west by Evans Road with residential and equestrian development beyond; and to the south and southwest by active agriculture.

Topography and Soils

All three sites comprising the Project are relatively flat following decades of agricultural land uses.

Project Site 1 (Corsica Lane) DEV2022-010

Project Site 1 is located at an approximate elevation of 1,474 to 1,456 feet above mean sea level and slopes marginally from southeast to northwest. Based on the NRCS USDA Web Soil Survey, Project Site 1 is historically underlain by Auld clay (2 to 8 percent slopes) and Buchenau silt loam (2 to 8 percent slopes, eroded).

Project Site 2 (Wheat Street) DEV2022-012

Project Site 2 is located at an approximate elevation of 1,440 to 1,402 feet above mean sea level and slopes marginally from southeast to northwest. Based on the NRCS USDA Web Soil Survey, Project Site 2 is historically underlain by Las Posas loam (2 to 8 percent slopes).

Project Site 3 (Evans Road) DEV2022-018

Project Site 3 is located at an approximate elevation of 1,425 to 1,418 feet above mean sea level and does not bear an observable slope. Based on the NRCS USDA Web Soil Survey, Project Site 3 is historically underlain by Exeter sandy loam (0 to 2 percent slopes) and Madera fine sandy loam (0 to 2 percent slopes).

Vegetation

No native plant communities occur within the boundaries of the Project. The Project supports two land cover types that would be classified as disturbed and developed. Refer to **Exhibit 4.3-1: Vegetation**. The land cover types are described in further detail below.

Disturbed

Project Sites 1, 2, and 3

Undeveloped portions of the Project Sites support disturbed land that is subject to routine weed abatement regimes, which prevent the establishment of natural plant communities. In the absence of weed abatement regimes, some disturbed portions of the sites may eventually be expected to support a non-native grassland plant community, as non-native grasses quickly outcompete other species. Disturbed portions of the sites vary in vegetative density from barren to dense monocultures based on the frequency and intensity of routine disturbances. The disturbed portions of the sites are dominated by non-native weedy/early successional species such as slender oat (*Avena barbata*), ripgut brome (*Bromus diandrus*), Bermuda grass (*Cynodon dactylon*), red-stemmed filaree (*Erodium cicutarium*), cheeseweed (*Malva parviflora*), alfalfa (*Medicago sativa*), and Russian thistle (*Salsola tragus*). Other common plant species observed in the disturbed portions of the Project include tree of heaven (*Ailanthus altissima*), fiddleneck (*Amsinckia* sp.), tocalote (*Centaurea melitensis*), California aster (*Corethrogyne filaginifolia*), doveweed (*Croton setigerus*), coyote melon (*Cucurbita palmata*), carrot (*Daucus* sp.), flax-leaved horseweed (*Erigeron bonariensis*), rattlesnake sandmat (*Euphorba albamarginata*), smallseed sandmat (*Euphorbia polycarpa*), hairy-leaved sunflower (*Helianthus annuus*), Mediterranean mustard (*Hirschfeldia incana*), prickly lettuce (*Lactuca seriola*), Mexican palo verde (*Parkinsonia aculeata*), fountain grass (*Pennisetum setaceum*), prostrate knotweed (*Polygonum aviculare*), and vinegarweed (*Trichostema lanceolatum*).

Developed

Project Site 1 (Corsica Lane) DEV2022-010

The northeast corner of Site 1 supports an existing residential development and equestrian land uses. This area is maintained to be free of vegetation with the exception of non-native ornamental plant species used in landscaping such as plane tree (*Platanus X* sp.), oleander (*Nerium oleander*), Mexican palo verde, and rosemary (*Salvia rosmarinus*).

Project Sites 2 and 3

There are no developed portions of Project Sites 2 and 3.

Wildlife

Plant communities provide foraging habitat, nesting and denning sites for wildlife species, and shelter from adverse weather or predation. This section provides a discussion of wildlife species that were observed during the field survey or that are expected to occur within the Project Sites.



Source: ELMT Consulting, Inc. (2023). Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis - Exhibit 5

Exhibit 4.3-1: Vegetation
 City of Menifee
 Compass Northern Gateway



Not to Scale

Kimley»Horn

Fish

Project Sites 1, 2, and 3

No fish or hydrogeomorphic features (e.g., perennial creeks, ponds, lakes, reservoirs) that would provide suitable habitat for fish were observed on the Project Sites. Therefore, no fish are expected to occur and are presumed absent from the Project Sites.

Amphibians

Project Sites 1, 2, and 3

No amphibians or hydrogeomorphic features (e.g., perennial creeks, ponds, lakes, reservoirs) that would provide suitable habitat for amphibian species were observed on or within the vicinity of the Project Sites. Therefore, no amphibians are expected to occur and are presumed absent from the Project Sites.

Reptiles

Project Sites 1, 2, and 3

The Project Sites provide limited foraging and cover habitat for local reptile species adapted to degraded conditions and routine anthropogenic disturbance. The only reptilian species observed during the field investigation was side-blotched lizard (*Uta stansburiana elegans*). Other common reptilian species expected to occur on-site include Great Basin fence lizard (*Sceloporus occidentalis longipes*) and southern alligator lizard (*Elgaria multicarinata*). Due to the high level of on-site anthropogenic disturbances, and surrounding development, no special-status reptilian species are expected to occur on the Project Sites.

Birds

Project Sites 1, 2, and 3

The Project Sites and surrounding area provide suitable foraging habitat for local avian species adapted to degraded conditions and routine anthropogenic disturbance. Suitable nesting opportunities are present in the surrounding area and suitable nesting conditions for ground-nesting avian species are present on-site. Avian species observed on-site during the field investigation include red-winged blackbird (*Agelaius phoeniceus*), American pipit (*Anthus rubescens*), great egret (*Ardea alba*), red-tailed hawk (*Buteo jamaicensis*), Anna's hummingbird (*Calypte anna*), rock pigeon (*Columba livia*), common raven (*Corvus corax*), Brewer's blackbird (*Euphagus cyanocephalus*), American kestrel (*Falco sparverius*), house finch (*Haemorhous mexicanus*), song sparrow (*Melospiza melodia*), Say's phoebe (*Sayornis saya*), lesser goldfinch (*Spinus psaltria*), Eurasian collared dove (*Streptopelia decaocto*), European starling (*Sturnus vulgaris*), western kingbird (*Tyrannus verticalis*), mourning dove (*Zenaida macroura*), and white-crowned sparrow (*Zonotrichia leucophrys*). In addition, free-roaming chickens (*Gallus domesticus*) were observed near the residential and equestrian development adjacent to Project Site 3.

Nesting Birds

Project Sites 1, 2, and 3

No active nests or birds displaying nesting behavior were observed during the field survey, which was conducted outside of the breeding season. Although heavily disturbed, the Project Sites and surrounding area have the potential to provide nesting habitat for year-round and seasonal avian residents, as well as migrating songbirds that could occur in the area that are adapted to urban environments. Additionally, the disturbed portions of the Project Sites have the potential to support birds that nest on the open ground such as killdeer (*Charadrius vociferus*).

Mammals

Project Sites 1, 2, and 3

The Project Sites provide limited foraging and cover habitat for mammalian species adapted to degraded conditions and routine anthropogenic disturbance. Mammalian species observed on-site during the field investigation included coyote (*Canis latrans*), pocket gopher (*Thomomys bottae*), California ground squirrel (*Otospermophilus beecheyi*), and domestic cats (*Felis catus*) and dogs (*Canis familiaris*). Free-roaming domestic cats and dogs are present within adjacent residential developments. No bat species are expected to occur due to a lack of suitable roosting habitat (i.e., suitable trees, crevices, abandoned structures) within the Project Sites.

Special-Status Biological Resources¹

A records search was conducted reported locations of special-status plant and wildlife species as well as natural communities of special concern in the *Steele Peak, Perris, Lake Elsinore, and Romoland* USGS 7.5-minute quadrangles. These four quadrangles were used due to the proximity of the site to quadrangle boundaries and regional topography. Special-status plant and wildlife species were evaluated for their potential to occur within the Project Sites based on habitat requirements, availability, and quality of suitable habitat, and known distributions. Thirty-two special-status plant species, 89 special-status wildlife species, and three special-status plant communities have been recorded in the *Steele Peak, Perris, Lake Elsinore, and Romoland* USGS 7.5-minute quadrangles. Species determined to have the potential to occur within the general vicinity are provided in Appendix B, Potentially Occurring Special-Status Biological Resources of **Appendix C**.

Vernal Pools and Invertebrates

Vernal pools are seasonally inundated, ponded areas that only form in regions where specialized soil and climatic conditions exist. During fall and winter rains typical of Mediterranean climates, water collects in shallow depressions where downward percolation of water is prevented by the presence of a hard pan or clay pan layer (duripan) below the soil surface. Later in the spring when rains decrease and the weather warms, the water evaporates, and the pools generally disappear by May. The shallow depressions remain relatively dry until late fall and early winter with the advent of greater precipitation and cooler

¹ “special-status” refers to plant and wildlife species that are federally, State, and MSHCP listed, proposed, or candidates; plant species that have been designated with a California Native Plant Society Rare Plant Rank; wildlife species that are designated by the CDFW as fully protected, species of special concern, or watch list species; and specially protected natural vegetation communities as designated by the CDFW.

temperatures. Vernal pools provide unusual "flood and drought" habitat conditions to which certain plant and wildlife species have specifically adapted as well as invertebrate species such as fairy shrimp.

One of the factors for determining the suitability of the habitat for fairy shrimp would be demonstrable evidence of seasonal ponding in an area of topographic depression that is not subject to flowing waters. These astatic pools are typically characterized as vernal pools. More specifically, vernal pools are seasonal wetlands that occur in depression areas without a continual source of water. They have wetland indicators of all three parameters (soils, vegetation, and hydrology) during the wetter portion of the growing season but normally lack wetland indicators of hydrology and/or vegetation during the drier portion of the growing season. Obligate hydrophytes and facultative wetlands plant species are normally dominant during the wetter portion of the growing season. The determination that an area exhibits vernal pool characteristics and the definition of the watershed supporting vernal pool hydrology is made on a case-by-case basis. Such determinations should consider the length of time the area exhibits upland and wetland characteristics and the manner in which the area fits into the overall ecological system as a wetland. The seasonal hydrology of vernal pools provides for a unique environment, which supports plants and invertebrates specifically adapted to a regime of winter inundation, followed by an extended period when the pool soils are dry.

The MSHCP lists two general classes of soils known to be associated with special-status plant species; clay soils and Traver-Domino Willow association soils. The specific clay soils known to be associated with special-status species within the MSHCP plan area include Bosanko, Auld, Altamont, and Porterville series soils, whereas Traver-Domino Willows association includes saline-alkali soils largely located along floodplain areas of the San Jacinto River and Salt Creek. Without the appropriate soils to create the impermeable restrictive layer, none of the special-status species associated with vernal pools can occur on the Project Sites. Exeter sandy loam (0 to 2 percent slopes), and Madera fine sandy loam (0 to 2 percent slopes) are mapped as historically underlying the Project Site 3. However, agricultural land uses spanning much of the past century have thoroughly mixed and compacted on-site soils, such that conditions suitable for the formation of vernal pools are no longer present. Additionally, Buchenau silt loam and Las Posas Loam are mapped as historically underlying Project Sites 1 and 2, which would not support special-status species.

A review of recent and historic aerial photographs (1966-2018) of the Project Sites did not provide visual evidence of an astatic or vernal pool conditions within the Project Sites. No ponding was observed during the field investigation, further supporting the fact that the drainage patterns currently occurring on the Project Sites do not follow hydrologic regime needed for vernal pools. From this review of historic aerial photographs and observations during the field investigation, it can be concluded that there is no indication of vernal pools or suitable fairy shrimp habitat occurring within the Project Sites.

Below is a summary of the fairy shrimp known to occur in Western Riverside County and their potential to occur on the Project Sites.

Riverside fairy shrimp (Streptocephalus woottoni)

Riverside fairy shrimp are restricted to deep seasonal vernal pools, vernal pool like ephemeral ponds, and stock ponds and other human modified depressions. They prefer warm-water pools that have low to

moderate dissolved solids, are less predictable, and remained filled for extended periods of time. Basins that support Riverside fairy shrimp are typically dry a portion of the year, but usually are filled by late fall, winter or spring rains, and may persist through May. Known habitat occurs within annual grasslands, which may be interspersed through chaparral or coastal sage scrub vegetation. In Riverside County, Riverside fairy shrimp have been found in pools formed over the following soils: Murrieta stony clay loams, Las Posas series, Wyman clay loam, and Willows soils.

Project Sites 1 and 3

Project Sites 1 and 3 were determined not to provide suitable habitat for the Riverside fairy shrimp.

Project Site 2 (Wheat Street) DEV2022-012

Project Site 2 is underlain by Las Posas loam (2 to 8 percent slopes). However, agricultural land uses spanning much of the past century have mixed and compacted on-site soils such that conditions suitable for the formation of vernal pools are no longer present, and no indicators of water ponding or astatic water conditions were observed during the field investigation. Therefore, the Project Site 2 was determined not to provide suitable habitat for Riverside fairy shrimp.

Santa Rosa Plateau fairy shrimp (Linderiella santarosae)

Santa Rosa Plateau fairy shrimp are restricted to seasonal southern basalt flow vernal pools with cool clear to milky waters that are moderately predictable and remain filled for extended periods of time and are known only from vernal pool on the Santa Rosa Plateau.

Project Sites 1, 2, and 3

Since the Project Sites are not located within the known area where Santa Rosa Plateau fairy shrimp have been documented, and no indicators of water ponding or astatic water conditions were observed on the Project Sites. Therefore, the Project Sites were determined not to provide suitable habitat for the Santa Rosa Plateau fairy shrimp.

Vernal pool fairy shrimp (Branchinecta lynchi)

Vernal pool fairy shrimp are restricted to seasonal vernal pools (vernal pools and alkali vernal pools) and prefer cool-water pools that have low to moderate dissolved solids, are unpredictable, and often short lived. The vernal pool fairy shrimp is known from four locations in Western Riverside County MSHCP Plan Area: Skunk Hollow, the Santa Rosa Plateau, Salt Creek, and the vicinity of the Pechanga Indian Reservation.

Project Sites 1, 2, and 3

Since the Project Sites are not located within or adjacent to the four known populations, and no indicators of water ponding or astatic water conditions were observed on the Project Sites, it was determined that the Project Sites do not provide suitable habitat for the vernal pool fairy shrimp.

State and Federal Jurisdictional Areas

There are three key agencies that regulate activities within inland streams, wetlands, and riparian areas in California. The United States Army Corps of Engineers (USACE) Regulatory Branch regulates discharge of dredge and/or fill materials into “waters of the United States” pursuant to Section 404 of the Federal Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act. Of the State agencies, the Regional Water Quality Control Board (RWQCB) regulates discharges into surface waters pursuant to Section 401 of the CWA and the California Porter-Cologne Water Quality Control Act and the California Department of Fish and Wildlife (CDFW) regulates alterations to streambed and associated plant communities pursuant to Section 1602 of the California Fish and Game Code.

Project Sites 1, 2, and 3

No jurisdictional drainages and/or wetland features were observed within the Project Site’s boundaries during the field investigation. Further, no blueline streams have been recorded on or adjacent to the Project Sites. While an earthen flood control channel is present near the eastern boundary of Project Site 3, Project activities are not expected to impact the channel. Therefore, development of the Project would not result in impacts to USACE, RWQCB, or CDFW jurisdiction and regulatory approvals would not be required.

4.3.3 Regulatory Setting

Federal

Endangered Species Act of 1973

Federally listed threatened and endangered species and their habitats are protected under provisions of the Federal Endangered Species Act (ESA). Section 9 of the Federal ESA prohibits “take” of threatened or endangered species. “Take” under the ESA is defined as to “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any of the specifically enumerated conduct.” The presence of any federally threatened or endangered species that are in a project area generally imposes severe constraints on development, particularly if development would result in “take” of the species or its habitat. Under the regulations of the Federal ESA, the USFWS may authorize “take” when it is incidental to, but not the purpose of, an otherwise lawful act.

Critical Habitat is designated for the survival and recovery of species listed as threatened or endangered under the Federal ESA. Critical Habitat includes those areas occupied by the species, in which are found physical and biological features that are essential to the conservation of a Federal ESA listed species and which may require special management considerations or protection. Critical Habitat may also include unoccupied habitat if it is determined that the unoccupied habitat is essential for the conservation of the species.

Whenever federal agencies authorize, fund, or carry out actions that may adversely modify or destroy Critical Habitat, they must consult with USFWS under Section 7 of the Federal ESA. The designation of Critical Habitat does not affect private landowners, unless a project they are proposing uses federal funds,

or requires federal authorization or permits (e.g., funding from the Federal Highway Administration or a permit from the USACE).

If the USFWS determines that Critical Habitat will be adversely modified or destroyed from a proposed action, the USFWS will develop reasonable and prudent alternatives in cooperation with the federal institution to ensure the purpose of the proposed action can be achieved without loss of Critical Habitat. If the action is not likely to adversely modify or destroy Critical Habitat, the USFWS will include a statement in its biological opinion concerning any incidental take that may be authorized and specify terms and conditions to ensure the agency is in compliance with the opinion.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) (16 U.S. Government Code [USC] 703) makes it unlawful to pursue, capture, kill, possess, or attempt to do the same to any migratory bird or part, nest, or egg of any such bird listed in wildlife protection treaties between the United States, Great Britain, Mexico, Japan, and the countries of the former Soviet Union, and authorizes the U.S. Secretary of the Interior to protect and regulate the taking of migratory birds. It establishes seasons and bag limits for hunted species and protects migratory birds, their occupied nests, and their eggs (16 USC 703; 50 Code of Federal Regulations [CFR] 10, 21).

The MBTA covers the taking of any nests or eggs of migratory birds, except as allowed by permit pursuant to 50 CFR, Part 21. Disturbances causing nest abandonment and/or loss of reproductive effort (i.e., killing or abandonment of eggs or young) may also be considered “take.” This regulation seeks to protect migratory birds and active nests.

In 1972, the MBTA was amended to include protection for migratory birds of prey (e.g., raptors). Six families of raptors occurring in North America were included in the amendment: Accipitridae (kites, hawks, and eagles); Cathartidae (New World vultures); Falconidae (falcons and caracaras); Pandionidae (ospreys); Strigidae (typical owls); and Tytonidae (barn owls). The provisions of the 1972 amendment to the MBTA protects all species and subspecies of the families listed above. The MBTA protects over 800 species including geese, ducks, shorebirds, raptors, songbirds, and many relatively common species.

State

California Environmental Quality Act

The California Environmental Quality Act (CEQA) provides for the protection of the environment within the State of California by establishing State policy to prevent significant, avoidable damage to the environment through the use of alternatives or mitigation measures for projects. It applies to actions directly undertaken, financed, or permitted by State lead agencies. Section 15380 of the CEQA Guidelines independently defines “endangered” and “rare” species separately from the definitions of the California ESA. Under CEQA, “endangered” species of plants or animals are defined as those whose survival and reproduction in the wild are in immediate jeopardy, while “rare” species are defined as those who are in such low numbers that they could become endangered if their environment worsens.

California Endangered Species Act

In addition to federal laws, the State of California implements the California ESA which is enforced by the CDFW. The California ESA program maintains a separate listing of species beyond the Federal ESA, although the provisions of each act are similar.

State-listed threatened and endangered species are protected under provisions of the California ESA. Activities that may result in “take” of individuals (defined in California ESA as: “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill”) are regulated by CDFW. Habitat degradation or modification is not included in the definition of “take” under California ESA. Nonetheless, CDFW has interpreted “take” to include the destruction of nesting, denning, or foraging habitat necessary to maintain a viable breeding population of protected species.

The State of California considers an endangered species as one whose prospects of survival and reproduction are in immediate jeopardy. A threatened species is considered as one present in such small numbers throughout its range that it is likely to become an endangered species in the near future in the absence of special protection or management. A rare species is one that is considered present in such small numbers throughout its range that it may become endangered if its present environment worsens. State threatened and endangered species are fully protected against take, as defined above.

The CDFW has also produced a species of special concern list to serve as a species watch list. Species on this list are either of limited distribution or their habitats have been reduced substantially, such that a threat to their populations may be imminent. Species of special concern may receive special attention during environmental review, but they do not have formal statutory protection. At the federal level, the USFWS also uses the label species of concern, as an informal term that refers to species which might be in need of concentrated conservation actions. As the Species of Concern designated by USFWS do not receive formal legal protection, the use of the term does not necessarily ensure that the species will be proposed for listing as a threatened or endangered species.

Fish and Game Code

Fish and Game Code (FGC) §§ 3503, 3503.5, 3511, and 3513 are applicable to natural resource management. For example, § 3503 of the FGC makes it unlawful to destroy any birds’ nest or any birds’ eggs that are protected under the MBTA. Further, any birds in the orders Falconiformes or Strigiformes (Birds of Prey, such as hawks, eagles, and owls) are protected under § 3503.5 of the FGC which makes it unlawful to take, possess, or destroy their nest or eggs. A consultation with CDFW may be required prior to the removal of any bird of prey nest that may occur on a project site. Section 3511 of the FGC lists fully protected bird species, where the CDFW is unable to authorize the issuance of permits or licenses to take these species. Pertinent species that are fully protected by the State include golden eagle (*Aquila chrysaetos*) and white-tailed kite (*Elanus leucurus*). Section 3513 of the FGC makes it unlawful to take or possess any migratory nongame bird as designated in the MBTA or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

Native Plant Protection Act

Sections 1900–1913 of the FGC were developed to preserve, protect, and enhance Rare and Endangered plants in the State of California. The act requires all state agencies to use their authority to carry out programs to conserve endangered and rare native plants. Provisions of the Native Plant Protection Act prohibit the taking of listed plants from the wild and require notification of the CDFW at least ten days in advance of any change in land use which would adversely impact listed plants. This allows the CDFW to salvage listed plant species that would otherwise be destroyed.

California Native Plant Society (CNPS) Rare and Endangered Plant Species

Vascular plants listed as rare or endangered by the CNPS, but which have no designated status under Federal ESA or California ESA are defined as follows:

California Rare Plant Rank

- 1A - Plants Presumed Extirpated in California and either Rare or Extinct Elsewhere
- 1B - Plants Rare, Threatened, or Endangered in California and Elsewhere
- 2A - Plants Presumed Extirpated in California, But More Common Elsewhere
- 2B - Plants Rare, Threatened, or Endangered in California, But More Common Elsewhere
- 3 - Plants about Which More Information is Needed - A Review List
- 4 - Plants of Limited Distribution - A Watch List

Threat Ranks

- .1 - Seriously threatened in California (over 80% of occurrences threatened / high degree and immediacy of threat)
- .2 - Moderately threatened in California (20-80% occurrences threatened / moderate degree and immediacy of threat)
- .3 - Not very threatened in California (<20% of occurrences threatened / low degree and immediacy of threat or no current threats known).

Regional

Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)

The MSHCP is a comprehensive, multi-jurisdictional Habitat Conservation Plan focusing on conservation of species and their associated habitats in western Riverside County. The goal of the MSHCP is to maintain biological and ecological diversity within a rapidly urbanizing region.

The approval of the MSHCP and execution of the Implementing Agreement (IA) by the wildlife agencies allows signatories of the IA to issue “take” authorizations for all species covered by the MSHCP, including state- and federal-listed species as well as other identified sensitive species and/or their habitats. Each city or local jurisdiction will impose a Development Mitigation Fee for projects within their jurisdiction. With payment of the mitigation fee to the County and compliance with the survey requirements of the

MSHCP where required, full mitigation in compliance with the CEQA, National Environmental Policy Act (NEPA), California ESA, and Federal ESA will be granted. The Development Mitigation Fee varies according to project size and project description. The fee for industrial development is \$5,620 per acre (County Ordinance 810.2). Payment of the mitigation fee and compliance with the requirements of Section 6.0 of the MSHCP are intended to provide full mitigation under CEQA, NEPA, California ESA, and Federal ESA for impacts to the species and habitats covered by the MSHCP pursuant to agreements with the USFWS, the CDFW, and/or any other appropriate participating regulatory agencies and as set forth in the IA for the MSHCP.

Local

City of Menifee General Plan

Open Space and Conservation Element

The City's General Plan (Menifee GP) Open Space and Conservation Element provides policy direction for City parks and open space areas, recreational trails, and the conservation, development, and utilization of the City's natural resources with an overall goal of maintaining the high quality of life Menifee residents have enjoyed for generations, while also preserving and protecting the numerous nonrenewable and unique cultural and historic resources located within the city.

Goals and policies from the Open Space and Conservation Element applicable to the Project include:

Goal OSC-8 **Protected biological resources, especially sensitive and special status wildlife species and their natural habitats.**

Policy OCS-8.4 Identify and inventory existing natural resources in the City of Menifee.

Policy OCS-8.5 Recognize the impacts new development will have on the city's natural resources and identify ways to reduce these impacts.

4.3.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G has been utilized as significance criteria in this section. Accordingly, the Project would have a significant environmental impact if one or more of the following occurs:

- 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 Wildlife or U.S. Fish and Wildlife Service;
- 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 U.S. Fish and Wildlife Service;
- Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;

- 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;
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; and
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Methodology and Assumptions

The Project Sites and their associated designs are evaluated against the aforementioned significance criteria as the basis for determining the level of impacts related to biological resources. This analysis considers existing regulations, laws, and standards that serve to avoid or reduce potential environmental impacts. Feasible mitigation measures are recommended, when warranted, to avoid or lessen the Project's significant adverse impacts.

Approach to Analysis

This analysis of impacts on biological resources examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. Each criterion is discussed in the context of the Project, and the surrounding characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on the aforementioned biological resources study; review of maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that a project would or would not result in "substantial" adverse effects on biological resources considers how the potential for development and operation of the site would affect the resources.

4.3.5 Impacts and Mitigation Measures

Impact 4.3-1 *Would the Project 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 Wildlife or U.S. Fish and Wildlife Service?*

Level of Significance: Less than Significant with Mitigation Incorporated

Project Site 1, Project Site 2, and Project Site 3

Special-Status Plant Species

No special-status plant species were observed during the field investigation. Based on habitat requirements for the identified special-status species, known species distributions, and the quality and availability of habitats present, it was determined that the Project Sites have a low potential to support paniculate tarplant (*Deinandra paniculate*) communities that once occurred in the area. Paniculate

tarplant is known to tolerate degraded conditions and is commonly found in disturbed areas in western Riverside County. However, since all three sites are isolated from undeveloped natural areas known to be occupied by paniculate tarplant, any paniculate tarplant individuals occurring on-site are not expected to contribute meaningfully to the conservation of the species, if present. As a result, no impacts to special-status plant species are expected to occur.

Special-Status Plant Communities

The CNDDDB lists three special-status plant communities as being identified within the *Steele Peak*, *Perris*, *Lake Elsinore*, and *Romoland* quadrangles: Southern Coast Live Oak Riparian Forest, Southern Cottonwood Willow Riparian Forest, and Southern Sycamore Alder Riparian Woodland. None of these special-status plant communities occur within the boundaries of the Project Sites.

Special-Status Wildlife

The only special-status wildlife species observed during the field investigation was the great egret. Based on habitat requirements for specific species and the availability and quality of on-site habitats, it was determined that the Project Sites have a high potential to support Cooper's hawk (*Accipiter cooperii*), sharp-shinned hawk (*Accipiter striatus*), Costa's hummingbird (*Calypte costae*), and California horned lark (*Eremophila alpestris actia*). The Project Sites have a moderate potential to support ferruginous hawk (*Buteo regalis*), Swainson's hawk (*Buteo swainsoni*), northern harrier (*Circus hudsonius*), and white-tailed kite (*Elanus leucurus*). The Project Sites have a low potential to support great blue heron (*Ardea herodias*), snowy egret (*Egretta thula*), western mastiff bat (*Eumops perotis californicus*), prairie falcon (*Falco mexicanus*), loggerhead shrike (*Lanius ludovicianus*), and Lawrence's goldfinch (*Spinus Lawrencei*). It was determined that the Project Sites do not have the potential to support any of the remaining special status-wildlife species known to occur in the vicinity and all are presumed to be absent.

Of the aforementioned species, only Swainson's hawk is state listed as Threatened. None of the other aforementioned species are federally or state listed as threatened or endangered; however, white-tailed kite is fully protected under the California Endangered Species Act. Of the aforementioned avian species, only Costa's hummingbird and California horned lark have the potential to nest on-site as suitable nesting habitat is present for the species. The remaining avian species are not expected to nest on-site due to the lack of suitable nesting opportunities or regional differences for their respective breeding range. Further, the majority of the aforementioned species are only expected to occur on-site while foraging due to the absence of suitable nesting/roosting opportunities and degree and type of routine on-site and surrounding disturbance.

Burrowing Owl

The burrowing owl is currently designated as a California Species of Special Concern. The burrowing owl is a grassland specialist distributed throughout western North America where it occupies open areas with short vegetation and bare ground within shrub, desert, and grassland environments. Burrowing owls use a wide variety of arid and semi-arid environments with level to gently sloping areas characterized by open vegetation and bare ground. The western burrowing owl (*A.c. hypugaea*), which occurs throughout the western United States including California, rarely digs its own burrows and is instead dependent upon the

presence of burrowing mammals (i.e., California ground squirrels, coyotes, and badgers) whose burrows are often used for roosting and nesting. The presence or absence of colonial mammal burrows is often a major factor that limits the presence or absence of burrowing owls. Where mammal burrows are scarce, burrowing owls have been found occupying man-made cavities, such as buried and non-functioning drainpipes, stand-pipes, and dry culverts. They also require low growth or open vegetation allowing line-of-sight observation of the surrounding habitat to forage and watch for predators. In California, the burrowing owl breeding season extends from the beginning of February through the end of August.

A systematic survey for burrows, including burrowing owl signs, was conducted by walking across all suitable habitats mapped within the Project Sites. Areas providing potential habitat for burrowing owls were surveyed for suitable burrows, consisting of natural and non-natural substrates in areas with low, open vegetation. All burrows encountered were examined for shape, scat, pellets, white-wash, feathers, tracks, and prey remains. Suitable burrows/sites, including rock piles and non-natural substrates, were thoroughly examined for signs of presence. Despite a systematic search of the Project Sites, no burrowing owls or signs (i.e., pellets, feathers, castings, or whitewash) were observed during the field investigation. Additionally, in compliance with Section 6.3.2 of the MSHCP, a focused burrowing owl survey was conducted on July 30, August 10, August 18, and August 30, 2023. Based on the results of the 2023 burrowing owl focused surveys, no burrowing owls or evidence of recent or historic use by burrowing owls were observed on the Project Site's. As a result, burrowing owls are presumed to be absent from the Project Sites. Out of an abundance of caution, and to ensure burrowing owl remain absent from the Project Sites, it is recommended that a 30-day burrowing owl pre-construction survey be conducted in accordance with the *Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area* prior to any ground disturbing activities in accordance with **MM BIO-2**.

Overall, based on the Project footprint, and with the implementation of **MMs BIO-1** and **BIO-2**, none of the special-status species known to occur in the general vicinity of the Project Sites will be directly or indirectly impacted from implementation of the Project. A less than significant impact would occur with mitigation incorporated.

Mitigation Measures

MM BIO-1 If construction occurs between February 1st and August 31st, a pre-construction clearance survey for nesting birds should be conducted within three days of the start of any vegetation removal or ground disturbing activities to ensure that no nesting birds will be disturbed during construction. The biologist conducting the clearance survey should document a negative survey with a brief letter report indicating that no impacts to active avian nests will occur. If an active avian nest is discovered during the pre-construction clearance survey, construction activities should stay outside of a no-disturbance buffer. The size of the no-disturbance buffer will be determined by the wildlife biologist and will depend on the level of noise and/or surrounding anthropogenic disturbances, line of sight between the nest and the construction activity, type and duration of construction activity, ambient noise, species habituation, and topographical barriers. These factors will be evaluated on a case-by-case basis when developing buffer distances. Limits of construction to avoid an active nest will be established in the field with flagging, fencing, or other appropriate

barriers; and construction personnel will be instructed on the sensitivity of nest areas. A biological monitor should be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by construction activity. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within the buffer area can occur.

MM BIO-2

To ensure burrowing owls remain absent from the Project Sites, it is recommended that a 30-day burrowing owl pre-construction clearance survey be conducted in accordance with the *Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area* prior to any ground disturbing activities. If burrowing owls and/or birds displaying nesting behaviors are observed within the Project Sites during future construction, the Project proponents will immediately inform the RCA and the Wildlife Agencies to ensure compliance with the MSHCP, MBTA and Fish and Game Code prior to initiating ground disturbance. If the site is left undisturbed for more than 30 days following the pre-construction survey, another pre-construction survey will be required to ensure burrowing owl has not colonized the site since it was last disturbed.

If the burrowing owls are found to occupy the Project Sites during the pre-construction clearance survey, a burrowing owl relocation plan will need to be prepared and approval by CDFW prior to the commencement of any ground disturbing activities. The burrowing owl relocation plan shall outline recommended methods proposed to relocate the burrowing owls from the Project Sites and provide measures that will be implemented for the maintenance, monitoring, and reporting of the relocated burrowing owls to increase chances of survivorship and better ensure compliance with CDFW guidelines. This plan should be implemented during the non-breeding season, and prior to seasonal rains to promote the best outcome for conservation of the burrowing owl. However, if the burrowing owls, are determined to remain absent from the Project Sites during the pre-construction clearance survey, no further review will be needed.

Impact 4.3-2

Would the Project 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 U.S. Fish and Wildlife Service?

Level of Significance: No Impact

Project Site 1, Project Site 2, and Project Site 3

No jurisdictional drainage features, riparian/riverine areas, or vernal pools were observed within the Project Sites during the field survey. Therefore, regulatory approvals from the USACE, RWQCB, and/or CDFW would not be required for implementation of the Project. Further, the Project Sites development would not result in impacts to riparian/riverine habitats and a Determination of Biologically Equivalent or Superior Preservation (DBESP) would not be required under the MSHCP for a loss of riparian/riverine habitat. Project Sites 1, 2, and 3 would not have a significant impact on riparian habitat because no

jurisdictional drainage features, riparian/riverine areas, or vernal pools were observed within the Project Sites during the field survey.

Mitigation Measures

No mitigation is necessary.

Impact 4.3-3 ***Would the Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

Level of Significance: No Impact

Project Site 1, Project Site 2, and Project Site 3

No inundated areas, wetland features, or wetland plant species that would be considered wetlands as defined by Section 404 of the Clean Water Act occur within the proposed Project Sites footprint. As a result, implementation of the Project would not result in any impacts or have substantial adverse effect on federally protected wetlands. Project Sites 1, 2, and 3 would not significantly impact state or federally protected wetlands, because there are no inundated areas, wetland features, or wetland species within the Project Sites footprint.

Mitigation Measures

No mitigation is necessary.

Impact 4.3-4 ***Would the Project 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?***

Level of Significance: Less than Significant

Project Site 1, Project Site 2, and Project Site 3

The Project Sites have not been identified as occurring in a wildlife corridor or linkage. As identified by the MSHCP, the nearest linkage to the Project occurs approximately 0.3 mile to the southwest of Site 1 in association with the hills surrounding Quail Valley; 0.5 mile to the northwest of Site 2 in association with the San Jacinto River; and approximately 3.2 miles northeast of Site 3 in association with the San Jacinto River. The Project would be confined to existing areas that have been heavily disturbed and are isolated from regional wildlife corridor or linkage. As such, implementation of the Project is not expected to have a significant impact on wildlife movement opportunities or prevent local wildlife movement through the area. Due to the lack of any identified impacts to wildlife movement, migratory corridors or linkages or native wildlife nurseries, no mitigation is required. Therefore, impacts to wildlife corridors or linkages are not expected to occur.

Mitigation Measures

No mitigation is necessary.

Impact 4.3-5 *Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Level of Significance: Less than Significant

Project Site 1, Project Site 2, and Project Site 3

The Project would be constructed in compliance with the requirements of the Menifee GP and the Menifee Municipal Code (Menifee MC). The Menifee GP provides goals and policies for the conservation of biological resources. Goal OSC-8 protects biological resources and Policy OCS-8-5 calls for the recognition of the impacts new development will have on the City's natural resources and to identify ways to reduce these impacts.

The purpose of Chapter 9.200: Tree Preservation of the Comprehensive Development Code is to “protect trees, considered to be a valuable community resource, from indiscriminate cutting or removal, to ensure and enhance public health, safety and welfare through proper care, maintenance, and preservation of trees. Such landscaping, irrigation systems and tree preservation represent a substantial investment in and potential benefit to the community. Heritage trees such as those with certain characteristics (age, size, species, location, historical influence, aesthetic quality or ecological value) are subject to special attention and preservation efforts.”²

Upon Project completion, tree maintenance throughout the Project Sites would be conducted in accordance with § 9.200.060 of the Comprehensive Development Code, as follows:

- A. **Industry standard maintenance.** All trees on public and private property, within all zoning districts, shall be maintained in accordance with industry standards and in accordance with the International Society of Arboriculture or ANSI A 300 tree care standards.
- B. **Free of damage.** Builders shall be required to prune, treat and maintain existing trees and plant new ones in such a fashion that when the trees come under the purview of the City, an association, or a private property owner, the trees will be free of damage, pests, diseases and dead branches. The trees shall be in good biological and aesthetic condition upon acceptance.
- C. **Trees overhanging a street.** Pruning of branches is required so that branches shall not significantly obstruct a streetlight or the view of a street intersection. There shall be a clear space of 14.5 feet above the surface of the street and 8 feet above the sidewalk. The owner shall remove all dead, diseased or dangerous trees or portions of trees with broken or decayed limbs which may pose a threat to public safety.

Through adherence to the Comprehensive Development Code and the above guidelines, impacts would be less than significant.

Mitigation Measures

No mitigation is necessary.

² City of Menifee. 2023. Title 9: Planning and Zoning. Available at: <https://online.encodeplus.com/regs/menifee-ca/doc-viewer.aspx?secid=1527#secid-1527> (Accessed October 2023).

Impact 4.3-6 *Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?*

Level of Significance: Less than Significant with Mitigation Incorporated

Project Site 1, Project Site 2, and Project Site 3

The Project Sites are located within the Sun City/Menifee Valley Area Plan of the MSHCP but are not located within any designated Criteria Cells or conservation areas. The City is a permittee under the MSHCP and, while the Project is not specifically identified as a Covered Activity under Section 7.1, *Covered Activities Outside Criteria Area and PQP Lands*, of the MSHCP, public and private development that are outside of Criteria Areas and Public/Quasi-Public Lands are permitted under the MSHCP, subject to consistency with MSHCP policies that apply to area outside of Criteria Areas. As such, to achieve coverage, the Project must be consistent with the following policies of the MSHCP:

- The policies for the protection of species associated with Riparian/Riverine areas and vernal pools as set forth in Section 6.1.2 of the MSHCP;
- The policies for the protection of Narrow Endemic Plant Species as set forth in Section 6.1.3;
- The Urban/Wildlands Interface Guidelines as set forth in Section 6.1.4; and
- The requirements for conducting additional surveys as set forth in Section 6.3.2

The Project Sites were reviewed to determine consistency with the MSHCP.

Riparian/Riverine Areas

As defined under Section 6.1.2 of the MSHCP, *Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools*, riparian/riverine areas are areas dominated by trees, shrubs, persistent emergent plants, or emergent mosses and lichens which occur close to or are dependent upon nearby freshwater, or areas with freshwater flowing during all or a portion of the year. Conservation of these areas is intended to protect habitat that is essential to a number of listed or special-status water-dependent fish, amphibian, avian, and plant species. Any alteration or loss of riparian/riverine habitat from development of a project will require the preparation of a Determination of Biologically Equivalent or Superior Preservation (DBESP) analysis to ensure the replacement of any lost functions and values of habitats in regard to the listed species. This assessment is independent from considerations given to waters of the United States and waters of the State under the CWA, the California Porter-Cologne Water Quality Control Act, and CDFW jurisdictional streambed under the California Fish and Game Code.

No jurisdictional drainages, riparian/riverine and/or wetland features were observed within the Project Sites during the field investigation. Development of the Project will not result in impacts to riparian/riverine habitats and a DBESP will not be required for the loss of riparian/riverine habitat from development of the Project. Therefore, the Project is consistent with Section 6.1.2 of the MSHCP.

Vernal Pools

A review of recent and historic aerial photographs (1966-2018) of the Project Sites did not provide visual evidence of an astatic or vernal pool conditions within the Project Sites. No ponding was observed during

the field investigation, further supporting the fact that the drainage patterns currently occurring on the Project Sites do not follow hydrologic regime needed for vernal pools. From this review of historic aerial photographs and observations during the field investigations, it can be concluded that there is no indication of vernal pools or suitable fairy shrimp habitat occurring within the Project Sites.

Narrow Endemic Plant Species

Section 6.1.3 of the MSHCP, *Protection of Narrow Endemic Plant Species*, states that the MSHCP database does not provide sufficient detail to determine the extent of the presence/distribution of Narrow Endemic Plant Species within the MSHCP Plan Area. Additional surveys may be needed to gather information to determine the presence/absence of these species to ensure that appropriate conservation of these species occurs. Based on the RCA MSHCP Information Map query and review of the MSHCP, it was determined that the Project Sites are located within the designated survey area for Narrow Endemic Plant Species Munz's onion (*Allium munzii*), San Diego ambrosia (*Ambrosia pumila*), many-stemmed dudleya (*Dudleya multicaulis*), spreading navarretia (*Navarretia fossallis*), California Orcutt grass (*Orcuttia californica*), and Wright's trichoronis (*Trichocoronis wrightii* var. *wrightii*). Based on the results of the literature review, the Project Sites have not supported natural plant communities since at least 1966. Based on the results of the field investigation, the Project Sites do not provide suitable habitat for these MSHCP listed Narrow Endemic Plant Species.

Urban/Wildlands Interface Guidelines

Section 6.1.4 of the MSHCP, *Guidelines Pertaining to Urban/Wildlands Interface*, is intended to address indirect effects associated with development in proximity to MSHCP Conservation Areas. The Urban/Wildlife Interface Guidelines are intended to ensure that indirect project-related impacts to the MSHCP Conservation Area, including drainage, toxics, lighting, noise, invasive plant species, barriers, and grading/land development, are avoided or minimized. The Project Sites are not located within or in close proximity of any Criteria Cells or designated conservation areas. Therefore, the Project would not need to comply with the Urban/Wildlands Interface Guidelines.

Additional MSHCP Considerations

In accordance with Section 6.3.2 of the MSHCP, *Additional Survey Needs and Procedures*, additional surveys may be needed for certain species in order to achieve coverage for these species. The query of the RCA MSHCP Information Map and review of the MSHCP determined that the Project Sites are located within the designated survey area for burrowing owl.

A systematic survey for burrows, including burrowing owl sign, was conducted by walking across all suitable habitats mapped within the Project Sites on November 22, 2022. Areas providing potential habitat for burrowing owls were surveyed for suitable burrows, consisting of natural and non-natural substrates in areas with low, open vegetation. All burrows encountered were examined for shape, scat, pellets, white-wash, feathers, tracks, and prey remains. Suitable burrows/sites, including rock piles and nonnatural substrates, were thoroughly examined for signs of presence. Despite a systematic search of the Project Sites, no burrowing owls or sign (i.e., pellets, feathers, castings, or whitewash) were observed during the field investigation.

In compliance with the conservation goals of Section 6.3.2 of the MSHCP, four focused burrowing owl surveys were conducted on July 30, August 10, August 18, and August 30, 2023. The surveys were conducted to document the presence/absence of burrowing owls on the Project Sites. Based on the results of the 2023 burrowing owl focused surveys, no burrowing owls or evidence of recent or historic use by burrowing owls were observed on the Project Sites. Therefore, burrowing owls are presumed to be absent from the Project Sites.

Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP)

Separate from the consistency review against the policies of the MSHCP, Riverside County established a boundary in 1996 for protecting the Stephens' kangaroo rat (SKR; *Dipodomys stephensi*), a federally endangered and state threatened species. The Stephens' kangaroo rat is protected under the Stephens' Kangaroo Rat Habitat Conservation Plan (County Ordinance No. 663.10; SKR HCP). As described in the MSHCP Implementation Agreement, a Section 10(a) Permit, and California Fish and Game Code Section 2081 Management Authorization were issued to the Riverside County Habitat Conservation Agency (RCHCA) for the Long-Term SKR HCP and was approved by the USFWS and CDFW in August 1990. Relevant terms of the SKR HCP have been incorporated into the MSHCP and its Implementation Agreement. The SKR HCP will continue to be implemented as a separate HCP; however, to provide the greatest conservation for the largest number of Covered Species, the Core Reserves established by the SKR HCP are managed as part of the MSHCP Conservation Area consistent with the SKR HCP. Actions shall not be taken as part of the implementation of the SKR HCP that will significantly affect other Covered Species. Take of Stephens' kangaroo rat outside of the boundaries but within the MSHCP area is authorized under the MSHCP and the associated permits.

The Project Sites are located within the Mitigation Fee Area of the SKR HCP but are not located within or adjacent to any of the Core Reserve Areas. Since the Project Sites are not located within or adjacent to any of the Core Reserve Areas, no focused SKR surveys or on-site mitigation would be required. On-site mitigation is only recommended in Ordinance 663.10 when a site is located within or adjacent to a Core Reserve Area. As a result, the applicant will only be required to pay the SKR HCP Mitigation Fee prior to development of the Project Sites.

Based on the biological report contained in **Appendix C**, with implementation of **MM BIO-2** and payment of the MSHCP Local Development Mitigation Fee, development of the Project Site's would be consistent with the MSHCP. Additionally, the Project Sites are located within the fee area for the Stephen's Kangaroo Rat (SKR) HCP. With payment of the Stephen's kangaroo rat mitigation fee, development of the Project Sites would be consistent with the SKR HCP, and impacts would be less than significant.

Mitigation Measures

See **MM BIO-2** above.

4.3.6 Cumulative Impacts

For the purposes of biological resources, cumulative impacts are considered for projects located within the City and adjacent jurisdictions; see **Table 3-1: List of Cumulative Projects of Section 3.0: Basis of**

Cumulative Analysis. As discussed above, all potential Project impacts to biological resources would be less than significant in consideration of compliance with existing laws, ordinances, regulations and standards, and implementation of proposed mitigation measures. As with the Project, all cumulative development in the area would undergo environmental and design review on a project-by-project basis pursuant to CEQA, in order to evaluate potential impacts to biological resources and avoid or reduce any impacts.

As discussed above, Project-level impacts to biological resources would be less than significant. Standard regulatory requirements and procedures are required of other present and reasonably foreseeable future projects. As a result, the proposed Project taken in sum with past, present, and reasonably foreseeable projects would not result in cumulatively considerable impacts on biological resources.

4.3.7 Significant Unavoidable Impacts

No significant unavoidable impacts were identified.

4.3.8 References

City of Menifee. 2023. *Title 9: Planning and Zoning*. Available at:

<https://online.encodeplus.com/regs/menifee-ca/doc-viewer.aspx?secid=1527#secid-1527>

(Accessed October 2023).

ELMT Consulting, Inc. 2023. *Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis*.

4.4 CULTURAL RESOURCES

4.4.1 Introduction

The purpose of this section is to describe the existing regulatory and environmental conditions related to cultural resources, identify potential impacts that could result from the Compass Northern Gateway Project (Project) implementation, and as necessary, recommend mitigation to avoid or reduce the significance of impacts. The Project is comprised of three detached sites referred to as “Project Site 1,” “Project Site 2,” and “Project Site 3,” but when not referring to each site separately, these three sites will be referred to hereafter as the “Project” or “Project Sites.” Since the release of the Notice of Preparation (NOP) on January 13, 2023, the Project’s design has changed. More specifically, APN 330-180-029 was removed from Project Site 1, and thus reduced the total proposed buildings from three to two, totaling 234,921 square feet (SF). However, to be conservative, this EIR (where applicable) analyzes the previous square footage of 265,821 SF between three buildings.

Information in this section is based primarily on the following source, found in **Appendix D**:

- BCR Consulting LLC. (June 8, 2023). Phase I Cultural Resources Assessments (CRAs), Compass Northern Gateway Project, City of Menifee, Riverside County, California (**Appendix D**), for the following sites:
 - *Project Site 1 (Corsica Lane - APNs: 330-180-010, -046, -029, and -006), DEV2022-010*
 - *Project Site 2 (Wheat Street – APN: 330-180-012), DEV2022-012*
 - *Project Site 3 (Evans Road – APN: 331-060-018), DEV2022-018*
- Additional resource information was obtained from available public resources, including among others, the City of Menifee General Plan (Menifee GP).

Cultural Resources Terminology and Concepts

Key terms and concepts used in this section to describe and assess the potential cultural resource impacts are defined below:

Archaeological Site. A site is defined by the National Register of Historic Places (NRHP) as the place or places where the remnants of a past culture survive in a physical context that allows for the interpretation of these remains. Archaeological remains usually take the form of artifacts (e.g., fragments of tools, vestiges of utilitarian or non-utilitarian objects), features (e.g., remnants of walls, cooking hearths, or midden deposits), and ecological evidence (e.g., pollen remaining from plants that were in the area when the activities occurred). Prehistoric archaeological sites generally represent the material remains of Native American groups and their activities dating to the period before European contact. In some cases, prehistoric sites may contain evidence of trade contact with Europeans. Ethnohistoric archaeological sites are defined as Native American settlements occupied after the arrival of European settlers in California. Historic archaeological sites reflect the activities of non-native populations during the Historic period.

Artifact. An object that has been made, modified, or used by a human being.

Cultural Resource. A cultural resource is a location of human activity, occupation, or use identifiable through field inventory, historical documentation, or oral evidence. Cultural resources include archaeological resources and build environment resources (sometimes known as historic architectural resources), and may include sites, structures, buildings, objects, artifacts, works of art, architecture, and natural features that were important in past human events. They may consist of physical remains or areas where significant human events occurred, even though evidence of the events no longer remains. Cultural resources also include places that are of traditional, cultural, or religious importance to social or cultural groups.

Cultural Resources Study Area (or study area). All areas of potential permanent and temporary impacts for a reasonable worst-case development within a project site and off-site impact areas.

Ecofact. An object found at an archaeological site that has an archaeological significance but has not been technologically altered, such as seeds, pollens, or shells.

Ethnographic. Relating to the study of human cultures. “Ethnographic resources” represent the heritage resource of an ethnic or cultural group, such as Native Americans or African, European, Latino, or Asian immigrants. They include traditional resource-collecting areas, ceremonial sites, value-imbued landscape features, cemeteries, shrines, or ethnic neighborhoods.

Historic Period. The period that begins with the arrival of the first non-native population and thus varies by area.

Historical Resource. This term is used for the purposes of California Environmental Quality Act (CEQA) and is defined in Section 15064.5 of the CEQA Guidelines (Title 14, Division 6, Chapter 3 of the California Code of Regulations (CCR)) as: (1) a resource listed in, or determined to be eligible for listing in the California Register of Historical Resources (CRHR); (2) a resource included in a local register of historical resources, as defined in Public Resources Code (PRC) § 5020.1(k) or identified as significant in a historical resource survey meeting the requirements which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California by the lead agency, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. Historical resources may also include tribal cultural resources including sites, features, places, cultural landscapes, sacred places, objects, and/or archaeological resources with value to a California Native American Tribe per PRC § 21074.

Isolate. An isolated artifact or small group of artifacts that appear to reflect a single event, loci, or activity. Isolates typically lack identifiable context and thus have little interpretative or research value. Isolates are not considered to be significant under CEQA and do not require avoidance mitigation (PRC § 21083.2; CEQA Guidelines § 15064.5). All isolates located during the field effort, however, are recorded and the data are transmitted to the appropriate California Historical Resources Information System (CHRIS) Information Center.

Lithic. Of or pertaining to stone. Specifically, in archaeology, lithic artifacts are chipped or flaked stone tools, and the stone debris resulting from their manufacture.

Native American Sacred Site. An area that has been, or continues to be, of religious significance to Native American peoples, such as an area where religious ceremonies are practiced or an area that is central to their origins as a people.

Prehistoric Period. The era prior to 1772. The latter part of the prehistoric period (post-1542) is also referred to as the protohistoric period in some areas, which marks a transitional period during which native populations began to be influenced by European presence resulting in gradual changes to their lifeways.

Stratigraphy. The natural and cultural layers of soil that make up an archaeological deposit, and the order in which they were deposited relative to other layers.

Tribal Cultural Resource. This term refers to a site, feature, place, cultural landscape, sacred place, object, or archaeological resource with cultural value to a California Native American tribe that is listed or eligible for listing in national, California, or local registers. A lead agency also has the discretion to determine that a resource is a tribal cultural resource if the determination is supported by substantial evidence. Tribal cultural resources are addressed in **Section 4.14, Tribal Cultural Resources**.

Unique Archaeological Resource. This term is used for the purposes of CEQA and is defined in PRC § 21083.2(g) as an archaeological artifact, object, or site, about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it either contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information; has a special and particular quality such as being the oldest of its type or the best available examples of its type; or, is directly associated with a scientifically recognized important prehistoric or historic event or person.

4.4.2 Environmental Setting

Existing Conditions

Project Site 1 (Corsica Lane) DEV2022-010

Project Site 1 is a 13.66 gross-acre site that consists of predominately vacant undeveloped land, one single-family residence, one accessory outbuilding, and one awning, and a portion of Corsica Lane. Topographically, site elevations range from approximately 1,474 feet to 1,456 feet above mean sea level (amsl) in a southwest to northwest direction, respectively.

Project Site 2 (Wheat Street) DEV2022-012

Project Site 2 is a 4.72 gross-acre site consisting of vacant land. The Project Site had a recent removal of a single-family residence and three outbuildings and the abandonment of a water well and septic system. Topographically, the site is relatively flat with an approximate elevation ranging from 1,440 feet to 1,402 amsl in a west to north to northwest direction, respectively.

Project Site 3 (Evans Road) DEV2022-018

Project Site 3 is a 7.52 gross-acre site that consists of vacant land partially used for agricultural purposes in conjunction with the adjacent property to the south. Manure, presumed to be used during farming activity, is present at the northern portion of Project Site 3. These disturbances have eliminated the natural plant communities that once occurred on the site. Topographically, the site is relatively flat with an approximate elevation range of 1,425 feet to 1,418 amsl from the west to northwest, respectively.

Existing Geological Conditions

Project Sites 1, 2, and 3

The Project Sites are situated in California's Peninsular Range geologic province that encompasses western Riverside County. Geological material in all three Project Sites are mostly Cretaceous plutonic rock consisting of hornblende diorite to gabbro and some Late Holocene unindurated, undissected alluvial surficial sand and gravel in places covered with gray clay soil on the west edge of the Project area. The southern tip of the Northern Peninsular Range has a number of igneous rocks utilized by Native Americans for food (particularly seed) processing. These include granodiorites, quartz monzonites, and breccias, which are found locally. Metamorphosed sedimentary rocks, such as metamorphosed quartzite, are also found near the Project Sites. Olivine basalt and andesite containing phenocrysts have also been locally utilized for the prehistoric manufacture of chipped stone tools.

Ethnographic Setting

Please refer to **Section 4.14, Tribal Cultural Resources**, regarding the ethnography of Native American tribes within the Project Sites.

Prehistoric Setting¹

Paleoindian (12,000 to 10,000 BP) and Lake Mojave (10,000 to 7,000 BP) Periods

Climatic warming characterizes the transition from the Paleoindian Period to the Lake Mojave Period. This transition also marks the end of Pleistocene Epoch and ushers in the Holocene. The Paleoindian Period has been loosely defined by isolated fluted (such as Clovis) projectile points, dated by their association with similar artifacts discovered in-situ in the Great Plains. Some fluted bifaces have been associated with fossil remains of Rancholabrean mammals approximately dated to ca. 13,300-10,800 BP near China Lake in the northern Mojave Desert. The Lake Mojave Period has been associated with cultural adaptations to moist conditions, and resource allocation pointing to more lacustrine environments than previously. Artifacts that characterize this period include stemmed points, flake and core scrapers, choppers, hammerstones, and crescents. Projectile points associated with the period include the Silver Lake and Lake Mojave styles. Lake Mojave sites commonly occur on shorelines of Pleistocene lakes and streams where geological surfaces of that epoch have been identified.

¹ BCR Consulting, LLC. June 8, 2023. *Phase I Cultural Resource Assessment for Corsica, Ethanac & Evans, and Wheat Street Projects.*

Pinto Period (7,000 to 4,000 BP)

The Pinto Period has been largely characterized by desiccation of the southern California region. As formerly rich lacustrine environments began to disappear, the artifact record reveals more sporadic occupation of the drier regions, indicating occupants' recession into the cooler fringes. Pinto Period sites are rare and are characterized by surface manifestations that usually lack significant in-situ remains. Artifacts from this era include Pinto projectile points and a flake industry similar to the Lake Mojave tool complex, though use of Pinto projectile points as an index artifact for the era has been disputed. Milling stones have also occasionally been associated with sites of this period.

Gypsum Period (4,000 to 1,500 BP)

A temporary return to moister conditions during the Gypsum Period is postulated to have encouraged technological diversification afforded by the abundance of resources available. Lacustrine environments reappear and begin to be exploited during this era. Concurrently a more diverse artifact assemblage reflects intensified reliance on plant resources. The new artifacts include milling stones, mortars, pestles, and a proliferation of Humboldt Concave Base, Gypsum Cave, Elko Eared, and Elko Corner-notched dart points. Other artifacts include leaf-shaped projectile points, rectangular-based knives, drills, large scraper planes, choppers, hammerstones, shaft straighteners, incised stone pendants, and drilled slate tubes. The bow and arrow appear around 1,500 BP, evidenced by the presence of a smaller type of projectile point, the Rose Spring point.

Saratoga Springs Period (1,500 to 800 BP)

During the Saratoga Springs Period regional cultural diversifications of Gypsum Period developments are evident. Influences from Patayan/Yuman assemblages are apparent in the southern inland areas and include buff and brown wares often associated with Cottonwood and Desert Side-notched projectile points. Obsidian becomes more commonly used throughout southern California and characteristic artifacts of the period include milling stones, mortars, pestles, ceramics, and ornamental and ritual objects. More structured settlement patterns are evidenced by large villages, and three types of identifiable archaeological sites (major habitation, temporary camps, and processing stations) emerge. Diversity of resource exploitation continues to expand, indicating a much more generalized, somewhat less mobile subsistence strategy.

Shoshonean Period (800 BP to Contact)

The Shoshonean period is the first to benefit from contact-era ethnography and is subject to its inherent biases. Interviews of living informants allowed anthropologists to match artifact assemblages and particular traditions with linguistic groups and plot them geographically. During the Shoshonean Period continued diversification of site assemblages, and reduced Anasazi influence both coincide with the expansion of Numic (Uto-Aztecan language family) speakers across the Great Basin, Takic (Uto-Aztecan language family) speakers into southern California, and the Hopi across the Southwest. Hunting and gathering continued to diversify, and the diagnostic arrow points include desert side-notch and cottonwood triangular. Ceramics continue to proliferate, though are more common in southeastern Riverside County during this period. Trade routes have become well established between coastal and inland groups.

Historical Setting²

In southern California, the historic era is generally divided into three periods: the Spanish or Mission Period (1769 to 1821), the Mexican or Rancho Period (1821 to 1848), and the American Period (1848 to present).

Spanish Period

The Spanish period (1769-1821) is represented by exploration of the region; establishment of the San Diego Presidio and missions at San Gabriel and San Luis Rey; and the introduction of livestock, agricultural goods, and European architecture and construction techniques. Spanish influence continued to some extent after 1821 due to the continued implementation of the mission system.

Mexican Period

The Mexican period (1821-1848) began with Mexican independence from Spain and continued until the end of the Mexican-American War. The Secularization Act of 1834 resulted in the transfer, through land grants (called ranchos) of large mission tracts to politically prominent individuals. Sixteen ranchos were granted in Riverside County. At that time, cattle ranching was a more substantial business than agricultural activities, and trade in hides and tallow increased during the early portion of this period. Until the Gold Rush of 1849, livestock and horticulture dominated California's economy.

American Period

The American Period, 1848–Present, began with the Treaty of Guadalupe Hidalgo. In 1850, California was accepted into the Union of the United States primarily due to the population increase created by the Gold Rush of 1849. The cattle industry reached its greatest prosperity during the first years of the American Period. Mexican Period land grants had created large pastoral estates in California, and demand for beef during the Gold Rush led to a cattle boom that lasted from 1849–1855. However, beginning about 1855, the demand for beef began to decline due to imports of sheep from New Mexico and cattle from the Mississippi and Missouri Valleys. When the beef market collapsed, many California ranchers lost their ranchos through foreclosure. A series of disastrous floods in 1861–1862, followed by a significant drought diminished the economic impact of local ranching. This decline combined with ubiquitous agricultural and real estate developments of the late 19th century, set the stage for diversified economic pursuits of the 20th century.

Economic and ethnic diversification and growth have resulted in California's most visible 20th century hallmarks. Prior to World War II agriculture, oil, tourism, railroad, and film industries all flourished, and while the great the Great Depression of the 1930s slowed (and in many cases stopped) growth, these all remained important throughout the century. The wartime economy helped alleviate many causes of the Great Depression, and the subsequent years saw further diversification in which the aerospace and electronics industries emerged. During World War II, many people had relocated to California in support of the military industrial complex, and a large number remained post-war in search of employment and to start families. The subsequent population boom coincided with the greatest economic growth in the history of the state, and accompanied large-scale land subdivision, construction of bedroom communities,

² Ibid. Pages 8 - 10.

and development of a comprehensive freeway system and a state system of higher education. These factors have all helped reshape California's landscape, economy, and material culture.

City of Menifee³

In 1880, Kentucky-born gold miner Luther Menifee Wilson discovered a substantial gold and quartz deposit eight miles south of Perris in what was then northern San Diego County, along present-day Murrieta Road. The discovery became widely known as the Menifee Quartz Lode, and it attracted many people to settle in the relatively barren region. The Menifee Mining District developed around the lode and subsequently included half a dozen mines. Wilson sold the mine to the Allen Gold Mining Company in 1889. A small, sparsely populated settlement associated with the mine became known as Menifee. By 1893, Menifee was made up of scattered farmsteads, a one-room schoolhouse, a general store that doubled as a post office, and a blacksmith shop. That same year, Menifee was also seriously considered to become the county seat of the newly formed Riverside County, receiving 459 votes among county delegates.

A nearby 3,000-acre property was purchased by Charles Cooper and investors from the Los Angeles Farmers and Merchants Bank in 1891, which for several years thereafter was used as a game hunting reserve named Quail Valley. Mining activity soon died down in the area as it proved to be unprofitable and grain farming became the predominant industry. Menifee remained highly rural in character through the remainder of the nineteenth century and first decades of the twentieth century, with a few local families owning vast acreages for ranches and dry farming. In the 1920s, the Quail Valley property was sold to investors who developed the Lake Elsinore Lodge, an enclave of recreational and residential facilities that included a clubhouse, tennis courts, equestrian stables, a restaurant, a small store, and a gas station. In the 1947, this resort community would be renamed the Quail Valley Country Club. The greater community developed slowly. Electricity became widely available in 1946 in the Menifee area, and telephone service arrived in 1958. Occupancy remained so low that residents had to petition municipal authorities for such luxuries, as Menifee's small population didn't initially qualify for service.

A catalyst for urban development arrived in the early 1960s, when Del Webb, a contractor and developer from Arizona, planned for a retirement residential community in the Menifee area called Sun City. After initially purchasing 14,000 acres of former ranch and farmlands for the development, Sun City was built on 1,200 acres with the remainder eventually being sold to future developers. The Sun City community was built as a four square-mile enclave complete with residences, retail stores, two golf courses, and two recreation centers. Soon after its completion and occupancy, it became its own Census Designated Place, separate from the unincorporated community of Menifee. Quail Valley, whose country club amenities were largely abandoned by the 1970s, was repurposed as a residential community adjacent to Menifee with many new residences and its own schools.

Local development picked up more steam in the 1980s and 1990s. In 1989, a real estate development firm, the Lusk Company, constructed a nearly 2,000-acre residential community around a 45-acre artificial lake and golf course called Menifee Lakes. The development, which also featured country club facilities, drew more middle-class families to settle in the Menifee area. Accompanying the development of

³ Ibid. Pages 9 - 10.

Menifee Lakes was the construction of new parks, schools, and commercial areas. The establishment of the Menifee Valley Campus of Mt. San Jacinto College in 1990 further bolstered commercial activity and residency in the area. By 2005, the formerly rural farming settlement of Menifee had been transformed into a suburban bedroom community of more than 27,000 people.

As the local population grew, a movement for cityhood gained traction and the annexation of Sun City, Quail Valley, Romoland (a nearby ranching community developed in 1924), and other smaller communities on the peripheries of Menifee was contemplated. In June 2008, Menifee's residents voted with the local Chamber of Commerce to incorporate as Riverside County's twenty-sixth city. By October, the city was formally established, and the surrounding communities had been incorporated into Menifee's city limits, bringing its total area to exceed forty square miles and 70,000 residents. Today, the population has increased to approximately 110,000 residents.

Methodology

Records Search

Prior to fieldwork, a records search request was submitted to the Eastern Information Center (EIC). This included a review of all prerecorded historic-period and prehistoric cultural resources, as well as a review of known cultural resources surveys and excavation reports generated from projects located within one half-mile of the Project Sites. In addition, a review was conducted of the NRHP, the California Register of Historical Resources (CRHR), and documents and inventories from the California Office of Historic Preservation (OHP) including the lists of California Historical Landmarks, California Points of Historical Interest, Listing of National Register Properties, and the Inventory of Historic Structures.

A cultural resource records search was conducted by the EIC at the University of California, Riverside. The following findings were made:

- Project Site 1 records search revealed that 46 cultural resource studies have taken place resulting in five cultural resources identified within the research radius. Portions of Project Site 1 have been subject to three previous cultural resources assessments, and no cultural resources have been identified within its boundaries.
- Project Site 2 records search revealed that 46 cultural resource studies have taken place resulting in five cultural resources identified within the research radius. Portions of Project Site 2 have been subject to one previous cultural resources assessments and no cultural resources have been identified within its boundaries.
- Project Site 3 records search revealed that 43 cultural resource studies have taken place resulting in the recording of three cultural resources within the research radius. Of the 43 previous cultural resource studies, one study is known to have assessed a portion of Project Site 3 and no cultural resources have been identified within its boundaries.

Table 4.4-1: Cultural Resource Studies Summary and **Table 4.4-2: Cultural Resources Summary**, summarize the disposition of previous studies and cultural resources within one-half mile of the Project Sites. A comprehensive records search bibliography is provided in Appendix D to the Phase I Cultural Resources Assessment Reports (**Appendix D**).

Table 4.4-1: Cultural Resources Studies Summary

USGS 7.5-Minute Topographic Quadrangle	Previous Studies
Project Sites 1 and 2	
<i>Romoland, California</i> (1979)	RI-76, 390, 391, 527, 592, 759, 760, 802, 933, 1237, 1949, 2468, 2802, 2803, 2804, 2805, 3189, 3259, 3346, 3354, 4223, 4375, 4404, 4903, 4920, 4974, 5241, 6018*, 6470, 6581, 6582, 6744, 6888, 7119, 8065, 8101, 8176, 8887, 9093, 9247, 9746, 9929, 10297, 10387, 10656, 10665.
Project Site 3	
<i>Romoland, California</i> (1979)	RI-205, 527, 592, 759, 760, 933, 1237*, 2468, 2803, 2804, 2805, 3189, 3259, 4222, 4223, 4375, 4404, 4894, 4903, 4974, 5241, 5254, 5406, 6018, 6470, 6473, 6581, 6582, 6888, 7119, 7395, 7633, 8065, 8101, 8176, 8396, 9093, 9247, 9929, 10297, 10387, 10656, 10665
Source: BCR Consulting, Inc. June 2023. Phase I Cultural Resources Assessment Reports (Site 1) ----- June 2023. Phase I Cultural Resources Assessment Reports (Site 2) ----- June 2023. Phase I Cultural Resources Assessment Reports (Site 3) *Previously assessed portions of the Project site.	

Table 4.4-2: Cultural Resources Summary

Primary No.	Period	Approximate Distance From Project Site/Description
Project Sites 1 and 2		
P-33-1078	Prehistoric	1/2 Mile SE/Bedrock Milling Feature
P-33-1557	Prehistoric	1/2 Mile SW/Lithic Scatter, Bedrock Milling Feature
P-33-4486	Prehistoric	1/2 Mile South/Habitation Site
P-33-12339	Prehistoric	1/4 Mile South/Bedrock Milling Feature
P-33-15354	Historic	1/4 Mile East/Water Conveyance System
Project Site 3		
P-33-1078	Prehistoric	1/2 Mile West/Bedrock Milling Feature
P-33-15354	Historic	1/2 Mile West/Water Conveyance System
P-33-24206	Prehistoric	1/4 Mile North/Unknown
Source: BCR Consulting, Inc. June 2023. Phase I Cultural Resources Assessment Reports (Site 1) ----- June 2023. Phase I Cultural Resources Assessment Reports (Site 2) ----- June 2023. Phase I Cultural Resources Assessment Reports (Site 3)		

Additional Land Use Research

Project Site 1 (Corsica Lane) DEV2022-010

Project Site 1 is located on the east side of Goetz Road and west side of Wheat Street, south of Corsica Lane. A portion of the property is currently in use as a residential and horse ranch complex. Historic aerials indicate the residence and ranch complex are not historic in age. Project Site 1 was originally part of land patented to the Southern Pacific Railroad in December of 1894 as part of a 19,153-acre land grant. There is no evidence that Project Site 1 was subject to any development during the historic era. Much of Project Site 1 remains undeveloped today.

Project Site 2 (Wheat Street) DEV2022-012

Project Site 2 is located on the west side of Wheat Street, south of Ethanac Road. Historic aerials indicate that Project Site 2 contained a modern residential complex which has since been demolished. The Project Site 2 was originally part of land patented to the Southern Pacific Railroad in December of 1894 as part of a 19,153-acre land grant. Much of Project Site 2 remains undeveloped today.

Project Site 3 (Evans Road) DEV2022-018

Project Site 3 is located at the southeast corner of the intersection of Ethanac Road and Evans Road. Historic aerials indicate that Project Site 3 has never been developed and has been subject to mechanical discing for weed abatement. Project Site 3 was originally part of land patented to the Southern Pacific Railroad in December of 1894 as part of a 19,153-acre land grant. There is no evidence of historic-period development. Project Site 3 remains undeveloped today.

Native American Heritage Commission Sacred Lands File Search

A Sacred Lands File (SLF) search request was submitted to the Native American Heritage Commission (NAHC) for the Project. Please refer to **Section 4.14: Tribal Cultural Resources** for information regarding the SLF search results.

Field Surveys

During the field survey, BCR Consulting archaeologists and representatives from Pechanga Band of Indians and Soboba Band of Luiseno Indians carefully inspected the Project Sites for evidence of cultural resources, using the methods described above. Ground visibility averaged approximately 10 percent within the boundaries of Project Site 1, 40 percent within Project Site 2, and 30 percent within Project Site 3. Sediment included wet, dark brown, sandy silt with granite and slate pebbles and cobble content. The Project Site 1 has been subject to discing for weed abatement and construction of a modern residence and horse ranch in the northeast corner of Project Site 1. No historic-period nor prehistoric cultural materials of any kind were identified within the Project site boundaries.

Significance Evaluation

The cultural resources assessments did not identify any cultural resources (including historic-period architectural resources, prehistoric archaeological resources, or historic-period archaeological resources) within the Project boundaries.

4.4.3 Regulatory Setting

Federal

National Historic Preservation Act

The National Historic Preservation Act (NHPA) was passed in 1966 and is codified in Section 470 et seq. of the U.S. Code (USC). The goal of the Act is to ensure federal agencies act as responsible stewards of our nation's resources when their actions affect historic properties. Among the regulations of the NHPA, Section 106 requires federal agencies to consider the effects of their undertakings on historic properties and afford the Advisory Council on Historic Properties (ACHP) a reasonable opportunity to comment. The

historic preservation review process mandated by Section 106 is outlined in regulations issued by ACHP. See Title 36 Code of Federal Regulations (CFR) Part 800, “Protection of Historic Properties.”

Section 106 applies when two thresholds are met: 1) there is a federal or federally licensed action, including grants, licenses and permits, and 2) that action has the potential to affect properties listed in or eligible for listing in the NRHP. Section 106 requires each federal agency to identify and assess the effects of its actions on historic resources. The responsible federal agency must consult with appropriate state and local officials, Indian Tribes, applicants for federal assistance and members of the public, and consider their views and concerns about historic preservation issues when making final project decisions. The agency should also plan to involve the public and identify any other potential consulting parties. If the agency determines that it has no undertaking or that its undertaking is a type of activity that has no potential to affect historic properties, the agency has no further Section 106 obligations.

Pursuant to Section 106, impacts to a cultural site or artifact must be declared “significant,” “potentially significant” or “not significant.” Under NHPA regulations, impacts to “significant” archaeological sites must be mitigated for, while “not significant” archaeological remains need not. A “potentially significant” determination is utilized when there is not enough information to make a conclusive ruling. NHPA mitigation would not be necessary for archaeological sites avoided during development.

National Register of Historic Places

Developed in 1981, pursuant to Title 36 CFR Section 60, the NRHP provides an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment. It should be noted that the listing of a private property on the NRHP does not prohibit any actions which may otherwise be taken by the property owner with respect to the property. The listing of sites in California to the NRHP is initiated through an application submitted to the State OHP. Applications deemed suitable for potential consideration are handled by the State Historic Preservation Officer (SHPO). All NRHP listings for sites in California are also automatically added to the CRHR by the State of California. The listing of a site on the NRHP does not generally result in any specific physical protection. Among other things, however, it does create an additional level of CEQA (and NEPA [National Environmental Protection Act]) review to be satisfied prior to the approval of any discretionary action occurring that might adversely affect the resource.

Antiquities Act of 1906

The only federal law protecting fossil resources on public lands is the Antiquities Act of 1906 (16 USC §§ 431, 433). Enacted when Theodore Roosevelt was president, the Antiquities Act was designed to protect nonrenewable fossil and cultural resources from indiscriminate collecting. NEPA (42 USC § 4321) directs Federal agencies to use all practicable means to “preserve important historic, cultural, and natural aspects of our national heritage”

State

Assembly Bill (AB) 52 is addressed in **Section 4.14: Tribal Cultural Resources**.

California Register of Historical Resources

The State’s OHP manages and oversees the CRHR, which is intended to serve as “an authoritative guide to the state’s significant historical and archaeological resources.” As outlined in PRC § 5020 et seq., resources listed must meet one of four “significance criteria” related to events, people, construction/artistic value, or information. Sites must also retain sufficient integrity to convey their significance. The CRHR includes a number of type resources, including: all properties listed in or determined formally eligible for listing in the NRHP; all California Historical Landmarks from #770 onward; specific California Historical Landmarks issued prior to #770 and certain California Points of Historical Interest, as deemed appropriate for listing by the California Historic Resources Commission; and any properties nominated per OHP regulations. California Historical Landmarks are intended to recognize resources of statewide significance. Points of Historical Interest recognize resources of local or countywide significance. Lastly, as mentioned above, all NRHP listings within California are automatically added to the CRHR. The listing of a site on a California State register does not generally result in any specific physical protection. Among other things, however, it does create an additional level of CEQA review to be satisfied prior to any discretionary action occurring that might adversely affect the resource.

California Code of Regulations

According to the NAHC, Section 1427 of Title 14 of the CCR “[r]ecognizes that California’s archaeological resources are endangered by urban development and population growth and by natural forces.” Accordingly, the State Legislature finds that “these resources need to be preserved in order to illuminate and increase public knowledge concerning the historic and prehistoric past of California.” Lastly, it states that any person “not the owner thereof, who willfully injures, disfigures, defaces or destroys any object or thing of archaeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor.” The code also specifies that it is a misdemeanor to “alter any archaeological evidence found in any cave or to remove any materials from a cave.”

California Health and Safety Code (§§ 7050.5, 7051, and 7054)

Sections 7050.5, 7051, and 7054 of the California Health and Safety Code (HSC) collectively address the illegality of interference with human burial remains (except as allowed under applicable sections of the PRC), as well as the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project, treatment of the remains prior to, during and after evaluation, and reburial procedures.

California Environmental Quality Act

CEQA applies to all discretionary projects undertaken or subject to approval by the state’s public agencies (CEQA Guidelines § 15002(i)). Under CEQA, “A project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment” (CEQA Guidelines § 15064.5(b)). CEQA Guidelines § 15064.5(a) defines a “historical resource” as a resource that meets one or more of the following criteria:

- Listed in, or eligible for listing in, the CRHR

- Listed in a local register of historical resources (as defined at PRC § 5020.1(k))
- Identified as significant in a historical resource survey meeting the requirements of PRC § 5024.1(g)
- Determined to be a historical resource by a project's lead agency (CEQA Guidelines § 15064.5(a))

A historical resource consists of “Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California . . . Generally, a resource shall be considered by the lead agency to be ‘historically significant’ if the resource meets the criteria for listing in the California Register of Historical Resources” (CEQA Guidelines § 15064.5(a)(3)).

The significance of a historical resource is impaired when a project demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for the CRHR. If an impact on a historical or archaeological resource is significant, CEQA requires feasible measures to minimize the impact (CEQA Guidelines § 15126.4 (a)(1)). Mitigation of significant impacts must lessen or eliminate the physical impact that the project will have on the resource.

Section 5024.1 of the PRC established the CRHR. Generally, a resource is considered by the lead agency to be “historically significant” if the resource meets the criteria for listing in the CRHR (CEQA Guidelines § 15064.5(a)(3)). The eligibility criteria for the CRHR are similar to those of the NRHP and a resource that meets one or more of the eligibility criteria of the NRHP will be eligible for the CRHR.

The CRHR program encourages public recognition and protection of resources of architectural, historical, archaeological, and cultural significance, identifies historical resources for state and local planning purposes, determines eligibility for state historic preservation grant funding and affords certain protections under CEQA. Criteria for Designation:

1. Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.
2. Associated with the lives of persons important to local, California or national history.
3. Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values.
4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

In addition to meeting one or more of the above criteria, the CRHR requires that sufficient time has passed since a resource’s period of significance to “obtain a scholarly perspective on the events or individuals associated with the resources.” (CEQA Guidelines § 4852 (d)(2).) Fifty years is normally considered sufficient time for a potential historical resource, and in order that the evaluation remain valid for a minimum of five years after the date of this report, all resources older than 45 years (i.e., resources from the “historic-period”) will be evaluated for CRHR listing eligibility, or CEQA significance. The CRHR also

requires that a resource possess integrity. This is defined as the ability for the resource to convey its significance through seven aspects: location, setting, design, materials, workmanship, feeling, and association.

Local

City of Menifee General Plan

Open Space & Conservation Element

The City's Open Space & Conservation Element provides policy direction for the City's parks and open space areas, recreational trails, and the conservation, development, and utilization of the City's natural resources with an overall goal of maintaining the high quality of life City residents have enjoyed for generations, while also preserving and protecting the numerous nonrenewable and unique cultural and historic resources located within the City.

Goals and policies from the Open Space & Conservation Element applicable to the Project include:

Goal OSC-5 Archaeological, historical, and cultural resources are protected and integrated into the city's built environment.

Policy OCS-5.1 Preserve and protect archaeological and historic resources and cultural sites, places, districts, structures, landforms, objects and native burial sites, traditional cultural landscapes and other features, consistent with state law and any laws, regulations or policies which may be adopted by the city to implement this goal and associated policies.

Policy OCS-5.4 Establish clear and responsible policies and best practices to identify, evaluate, and protect previously unknown archaeological, historic, and cultural resources, following applicable CEQA and NEPA procedures and in consultation with the appropriate Native American tribes who have ancestral lands within the city.

4.4.4 Impact Thresholds and Significance Criteria

CEQA Guidelines Appendix G has been used as significance criteria in this section. Accordingly, the Project may have a significant environmental impact if one or more of the following occurs:

- Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5;
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5; or
- Disturb any human remains, including those interred outside of formal cemeteries.

Methodology and Assumptions

The Project is evaluated against the aforementioned significance criteria/thresholds as the basis for determining the impact's level of significance concerning cultural resources. This analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impacts. Where significant impacts remain despite compliance with

the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the potentially significant environmental impacts.

Approach to Analysis

This analysis of impacts on cultural resources examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. Each criterion is discussed in the context of the Project Sites and the surrounding characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on site conditions at the time of field reconnaissance conducted by BCR Consulting LLC; review of Project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that any components of the Project may result in "substantial" adverse effects on historical and archaeological resources and human remains considers the existing site's historical resource value and the severity of the Project implementation on resources that may be considered historical.

4.4.5 Impacts and Mitigation Measures

Impact 4.4-1 *Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?*

Level of Significance: Less than Significant with Mitigation Incorporated

Construction

Project Sites 1, 2, and 3

Construction activities associated with the development of Project Sites 1, 2, and 3 would include, but would not be limited to the demolition of existing onsite structures, excavation, trenching, grading, and the erection of concrete tilt-up warehouse buildings totaling approximately 461,237 square feet (SF) of warehouse space on a total 25.90 gross-acres of land. Additionally, off-site construction activities would include roadway improvements, sewer, storm drain, and other utilities. Refer to **Section 2.6, Proposed Project**, for a detailed description of the specific anticipated Project details. Also refer to **Exhibit 2-5: Project Site 1 Conceptual Plan, Exhibit 2-7: Project Site 2 Conceptual Plan, and Exhibit 2-9: Project Site 3 Conceptual Plan**.

As noted in the Phase I Cultural Resources Assessment Reports, field surveys did not reveal any cultural resources (including historic-period architectural resources, prehistoric archaeological resources, or historic-period archaeological resources) within the Project boundaries. The Project Sites have all been subject to severe disturbances from mechanical clearing, discing, and other disturbances associated with modern farming. These factors confer low sensitivity for significant buried resources within the Project Site's boundaries. As such, construction activities associated with the proposed Project on sites 1, 2, and 3, would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5. Additionally, as discussed under Methodology above, a records search

at the EIC at California University of California, Riverside, was performed to identify prior studies and previously recorded cultural resources within a one-half mile radius of the Project Sites. BCR Consulting staff also examined historical maps and aerial images to characterize the developmental history of the Project Sites and surrounding areas.

The Project Site 1 and Project Site 2 records search conducted at the EIC revealed that 46 cultural resource studies had taken place resulting in five cultural resources identified within the one-half mile research radius. Portions of Project Site 1 were also found to have been subject to three previous cultural resources assessments, and no cultural resources have been identified within its boundaries.

Project Site 3 records search revealed that 43 cultural resource studies had taken place resulting in the recording of three cultural resources within the one-half mile research radius. Of the 43 previous cultural resource studies, one study is known to have assessed a portion of Project Site 3, but no cultural resources were identified within its boundaries. Refer to **Table 4.4-1** and **Table 4.4-2** which summarize the disposition of the previous studies and cultural resources within one-half mile of the Project site (Sites 1, 2, and 3). While the current studies did not indicate sensitivity for unknown cultural resources within the Project sites boundaries, ground disturbing activities always have the potential to reveal buried deposits not observed on the surface. As such, in abundance of caution, Mitigation Measure (**MM**) **CUL-1** would be applicable.

Operations

Project Sites 1, 2, and 3

Because no historical resources were identified within the Project Sites and because **MM CUL-1** would be implemented to offset any potential impacts to historic resources during construction activities, implementation of the Project would not be expected to cause a substantial adverse change to any historic resources from operational activities. Therefore, impacts on historical resources would not occur.

Mitigation Measures

MM CUL-1 Prior to the initiation of ground-disturbing activities, field personnel should be alerted to the possibility of buried prehistoric or historic cultural deposits. In the event that field personnel encounter buried cultural materials, work in the immediate vicinity of the find should cease and a qualified archaeologist should be retained to assess the significance of the find. The qualified archaeologist would have the authority to stop or divert construction excavation as necessary. If the qualified archaeologist finds that any cultural resources present meet eligibility requirements for listing on the California Register or the National Register, plans for the treatment, evaluation, and mitigation of impacts to the find will need to be developed. Prehistoric or historic cultural materials that may be encountered during ground-disturbing activities include:

- prehistoric flaked-stone artifacts and debitage (waste material), consisting of obsidian, basalt, and or cryptocrystalline silicates;
- groundstone artifacts, including mortars, pestles, and grinding slabs;

- dark, greasy soil that may be associated with charcoal, ash, bone, shell, flaked stone, groundstone, and fire affected rocks;
- human remains;
- historic-period artifacts such as glass bottles and fragments, cans, nails, ceramic and pottery fragments, and other metal objects;
- historic-period structural or building foundations, walkways, cisterns, pipes, privies, and other structural elements.

Impact 4.4-2 *Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?*

Level of Significance: Less than Significant with Mitigation Incorporated

Construction

Project Sites 1, 2, and 3

A significant impact would occur if grading and construction activities result in a substantial adverse change in the significance of a unique archaeological resource as defined in PRC Section 21083.2 or CEQA Guideline Section 15064.5, if (1) a resource listed in or determined to be eligible by the State Historical Resources Commission (SHRC), for listing in the CRHR (PRC § 5024.1; 14 CCR § 4850 et seq.) is adversely affected; and (2) if grading and construction activities would result in a substantial adverse change in the significance of an archaeological resource determined to be “historic” or “unique.” As defined in PRC Section 21083.2, a “unique” archaeological resource is an archaeological artifact, object, or site about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information.
- Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

According to CEQA, if a resource is neither unique nor historic, the effects of a project on that resource will not be considered significant effects on the environment (CEQA Guidelines § 15064(C)(4)).

Refer to Impact 4.4-1, above, for discussion regarding the presence of archeological resources. The lack of identified prehistoric archaeological resources and existing disturbance suggests the Project Sites are not highly sensitive for intact prehistoric archaeological remains. Further, because the Project Sites have been subject to severe disturbances from mechanical clearing, discing, and other disturbances associated with modern farming, these factors confer low sensitivity for significant buried archaeological resources within the Project Site boundaries and it are unlikely to contain significant historic period archaeological deposits.

Operations

Project Sites 1, 2, and 3

Impacts associated with operation of the Project would be the same as discussed in Impact 4.4-1 above. Because of existing disturbance and given no archaeological resources were identified within in the Project Sites, implementation of the Project would not be expected to impact any known or unknown archaeological resources. Therefore, operation of the Project would have no impact on archaeological cultural resources.

Based on these findings, no further cultural resources management is recommended for construction and operation of the Project. However, if a potentially significant archaeological resources are encountered during Project-related ground-disturbing activities, **MM CUL-1** would be implemented to further minimize potential impacts to archaeological resources. Therefore, with implementation of **MM CUL-1**, impacts regarding a substantial adverse change of an archaeological resource would be less than significant.

Mitigation Measures

MM CUL-1 would be applicable.

*Impact 4.4-3 **Would the Project disturb any human remains, including those interred outside of dedicated cemeteries?***

Level of Significance: Less than Significant Impact

Construction and Operations

Project Sites 1, 2, and 3

No formal cemeteries are on or near Project Sites 1, 2, or 3. Most Native American human remains are found in association with prehistoric archaeological sites. Given the very low potential for the Project's ground-disturbing activities to encounter archaeological remains, human remains to be potentially encountered are considered low. Notwithstanding, if previously unknown human remains are discovered during the Project's ground-disturbing activities, a substantial adverse change in the significance of such a resource could occur.

As such, to minimize impacts to inadvertent human remain finds, Conditions of Approval (COA) COA-CUL-1 through COA-CUL-8 would be required to be implemented, in order to reduce potentially significant impacts to previously unknown human remains that may be unexpectedly discovered during Project construction activities to a less than significant level. COA-CUL-1 requires that in the unlikely event that human remains are uncovered, that the contractor be required to halt work in the immediate area of the find and to notify the County Coroner, in accordance with HSC § 7050.5, who must then determine whether the remains are of forensic interest. If the Coroner, with the aid of a supervising archaeologist, determines that the remains are or appear to be of a Native American, he/she must contact the NAHC for further investigations and proper recovery of such remains, if necessary. Impacts would be less than significant with implementation of the aforementioned Standard Conditions.

Further, pursuant to PRC 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 NAHC shall be contacted within the period specified by law (24 hours). Subsequently, the NAHC 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 PRC 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. Thus, compliance with the above-referenced state laws would reduce impacts to less than significant levels.

Mitigation Measures

No mitigation is required.

Standard Conditions of Approval

- COA-CUL-1 Human Remains. If human remains are encountered, HSC 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 California Public Resources 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 California Public Resources Code Section 5097.98.
- COA-CUL-2 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 Section 7927.000, 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 Section 7927.000.
- COA-CUL-3 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 Native American Tribe(s).
- a. 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 Community Development Director to discuss the significance of the find.

- b. 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 Community Development Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.
- c. 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. Work shall be allowed to continue outside of the buffer area and will be monitored by additional Tribal monitors if needed.
- d. Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan 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 as identified in Non-Disclosure of Reburial Condition.
- e. Pursuant to PRC Section 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 CEQA with respect to archaeological resources, recommendations of the project archeologist 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 City Community Development Director shall be appealable to the City Planning Commission and/or City Council.”

COA-CUL-4

Cultural Resources Disposition. In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:

- a. One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Menifee Community Development Department:
 - i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.
 - ii. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the

future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report. The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request.

- iii. If preservation in place or reburial is not feasible then the resources shall be curated in a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods and Native American human remains. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report.

COA-CUL-5

Archeologist 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 Tribal monitor(s) shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the Project Sites including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Project Archaeologist and the Tribal monitor(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.

In addition, the Project Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition in AB 52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the Project Sites. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB 52 consultation process, and has

completed AB 52 consultation with the City as provided for in PRC Section 21080.3.2(b)(1) of AB 52. Details in the Plan shall include:

- a. Project grading and development scheduling;
- b. The Project archeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis;
- c. The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

COA-CUL-6

Native American Monitoring (Soboba and Morongo Band of Mission Indians). 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 Soboba Band of Luiseno Indians and Morongo Band of Mission Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribes 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.

COA-CUL-7

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 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(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.

COA-CUL-8 Archeology Report - Phase III and IV. Prior to final inspection of the first building permit associated with each phase of grading, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if conducted for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Community Development Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).

4.4.6 Cumulative Impacts

For purposes of cumulative cultural impacts analysis, cumulative impacts are considered in connection with the anticipated future development projects; see **Table 3-1: List of Cumulative Projects**. Future cumulative development projects could encounter or impact cultural resources. The analysis is focused on the Project's potential for resulting in site-specific impact that could contribute to a cumulative loss. Impacts are site-specific and not generally subject to cumulative impacts unless multiple projects impact a common resource, or an affected resource extends off-site across the locations of multiple projects, such as a historic townsite or district. With this consideration, the cumulative analysis for cultural resources considers whether the Project, in combination with the past, present, and reasonably foreseeable projects, could cumulatively affect any common cultural resources. Projects located in an archaeologically sensitive area are required to conduct archaeological monitoring during construction, which would reduce cumulative impacts to a less-than-significant level. In addition, **MM CUL-1** and COA-CUL-1 through COA-CUL-8 would apply to the Project, ensuring that its contribution to cumulative impacts would not be considerable.

As discussed above, while no archaeological resources are expected on the Project Sites, the potential exists for undiscovered archaeological resources to be adversely impacted during Project construction. With implementation of **MM CUL-1** and COA-CUL-1 through COA-CUL-8. Project construction would not cause a substantial adverse change in the significance of archaeological resources; a less than significant impact would occur.

Implementation of future projects in the Project vicinity could involve actions that could damage historical and archaeological resources specific to those Project Sites. However, all projects would be subject to CEQA review, including studies of historical and archaeological resources that are present or could be present on-site. Where significant or potentially significant impacts are identified, implementation of all feasible mitigation would be required to reduce potentially significant impacts. As with the Project, all

cumulative development in the area would undergo environmental and design review on a project-by-project basis pursuant to CEQA, in order to evaluate potential impacts to cultural resources and avoid or reduce any impacts.

As discussed previously, results of the records search, assessment of historical imagery, and the pedestrian survey indicated the Project Sites have low archaeological sensitivity. While review of historical maps and aerial imagery, as well as the pedestrian survey, confirmed the absence of historic buildings on site, Therefore, the Project would not contribute to cumulative impacts to historical resources.

As discussed above, Project-level impacts to human remains would be less than significant with implementation of COA-CUL-1 through COA-CUL-8. Lastly, standard regulatory requirements and procedures will also apply to other present and reasonably foreseeable future projects, and cumulative impacts would be less than significant.

4.4.7 Significant Unavoidable Impacts

No significant and unavoidable impacts concerning cultural resources have been identified.

4.4.8 References

BCR Consulting LLC. (June 8, 2023). Phase I Cultural Resources Assessments (CRAs), Compass Northern Gateway Project. (**Appendix D**)

City of Menifee. (2013). *General Plan*. Available at: <https://www.cityofmenifee.us/221/General-Plan>.

4.5 ENERGY

4.5.1 Introduction

According to California Environmental Quality Act (CEQA) Guidelines Sections 15126.2(b) and 15126.4 (a)(1)(C) and Appendix F, the goal of conserving energy implies the wise and efficient use of energy including decreasing reliance on natural gas and oil and increasing reliance on renewable energy sources (renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat). The Compass Northern Gateway project (Project) would be constructed to Title 24 standards, which are designed to reduce energy demand in all new construction.

This section describes the existing setting of the Project as it relates to energy conservation, identifies associated regulatory conditions and requirements, presents the criteria used to evaluate potential impacts related to use of fuel and energy upon implementation of the Project, and identifies mitigation measures to reduce or avoid potential significant impacts, where applicable. The significance of each impact is included at the end of this section. Furthermore, the Project is composed of three detached sites referred to “Project Site 1,” “Project Site 2,” and “Project Site 3,” but when not referring to each site separately, these three sites will be referred to hereafter as the “Project” or “Project Sites.” Since the release of the Notice of Preparation (NOP) on January 13, 2023, the Project’s design has changed. More specifically, APN 330-180-029 was removed from Project Site 1, and thus reduced the total proposed buildings from three to two, totaling 234,921 square feet (SF). However, to be conservative, this EIR (where applicable) analyzes the previous square footage of 265,821 SF between three buildings.

The following energy calculations for the Project are included as **Appendix E** to this Draft EIR:

- Kimley-Horn and Associates, Inc. (2023). *Energy Calculations*.

4.5.2 Environmental Setting

Existing Electricity and Natural Gas Supplies

Electricity

Electricity as a utility is a man-made resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves a number of system components including substations and transformers that lower transmission line power (voltage) to a level appropriate for on-site distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands.

Energy capacity, or electrical power, is generally measured in watts (W) while energy use is measured in watt-hours (Wh). For example, if a light bulb has a capacity rating of 100 W, the energy required to keep the bulb on for 1 hour would be 100 Wh. If ten 100 W bulbs were on for 1 hour, the energy required would be 1,000 Wh or 1 kilowatt-hour (kWh). On a utility scale, a generator’s capacity is typically rated in

megawatts (MW), which is one million watts, while energy use is measured in megawatt-hours (MWh) or gigawatt-hours (GWh), which is one billion watt-hours.

Electrical services are provided to the area by Southern California Edison (SCE). SCE provides electricity to approximately 15 million people, 180 incorporated cities, 15 counties, 5,000 large businesses, and 280,000 small businesses throughout its 50,000-square-mile service area.¹ SCE produces and purchases their energy from a mix of conventional and renewable generating sources. **Table 4.5-1: Energy Resources Used to Generate Electricity for SCE (2022)** reflects the most recent SCE electric power mix. Within **Table 4.5-1**: the SCE electric power mix of 2022 is compared to the Statewide 2022 power mix. In 2022, electricity use attributable to the County of Riverside was approximately 17,781 GWh from residential and non-residential sectors.²

Table 4.5-1: Energy Resources Used to Generate Electricity for SCE (2022)

Energy Resources	2022 SCE Power Mix	2022 CA Power Mix
Eligible Renewable ¹	33.2%:	35.8%:
Biomass and Biowaste	0.1%	2.1%
Geothermal	5.7%	4.7%
Eligible Hydroelectric	0.5%	1.1%
Solar	17.0%	17.0%
Wind	9.8%	10.8%
Coal	0%	2.7%
Large Hydroelectric	3.4%	9.2%
Natural Gas	24.7%	36.4%
Nuclear	8.3%	9.2%
Other	0.1%	0.1%
Unspecified Power ²	30.3%	7.1%
Total	100%	100%
Notes: ¹ The eligible renewable percentage above does not reflect RPS compliance, which is determined using a different methodology. ² Unspecified power is electricity that has been purchased through open market transactions and is not traceable to a specific generation source. Source: SCE. (2023). 2022 Power Content Label, Southern California Edison. https://www.sce.com/sites/default/files/custom-files/PDF_Files/SCE_2022_Power_Content_Label_B%26W.pdf . Accessed March 2024.		

Natural Gas

The Southern California Gas Company (SoCalGas), the service provider for Project area, services approximately 21.1 million people in a 24,000-square mile service territory.³ SoCalGas has four storage fields; Aliso Canyon, Honor Rancho, La Goleta, and Playa del Rey, as well as a combined storage capacity of approximately 134 billion cubic feet. According to the California Energy Commission (CEC), natural gas demand in the SoCalGas service area was 5,026 million therms in 2022.⁴

¹ Southern California Edison (SCE). By the Numbers: Who We Serve. <https://www.sce.com/about-us/who-we-are>. Accessed October 2023.

² California Energy Commission (CEC). Electricity Consumption by County. <http://ecdms.energy.ca.gov/elecbycounty.aspx>. Accessed October 2023.

³ Southern California Gas Company (SoCalGas). <https://www.socalgas.com/about-us/company-profile>. Accessed October 2023.

⁴ California Energy Commission (CEC). Gas Consumption by Entity. <http://ecdms.energy.ca.gov/gasbyutil.aspx>. Accessed October 2023.

SoCalGas projects that total demand for natural gas will decline at an annual rate of 1.1 percent each year through 2035.⁵ The decline in demand is due to modest economic growth, California Public Utilities Commission mandated energy efficiency standards and programs, tighter standards created by revised Title 24 Codes and Standards, renewable electricity goals, the decline in commercial and industrial demand, and conservation savings linked to Advanced Metering Infrastructure.

Energy Use

Energy use is typically quantified using the British Thermal Unit (BTU). Total energy consumption in California was 7,359 trillion BTU in 2021 (the most recent year for which this specific data is available), which equates to an average of approximately 189 million BTU total consumption per capita.⁶

Table 4.5-2, 2021 Consumption By End-Use Sector shows the breakdown of energy consumption in California by end-use sector.

Table 4.5-2: 2021 Consumption By End-Use Sector

End-Use Sector	Energy Consumption	Percentage (%)
Residential	1,473 trillion Btu	20.0
Commercial	1,397 trillion Btu	19.0
Industrial	1,704 trillion Btu	23.0
Transportation	2,785 trillion Btu	38.0
Total California Energy Consumption	7,359 trillion Btu	100%

Source: US Energy Information Administration (2022). California Energy Consumption Estimates. <https://www.eia.gov/state/print.php?sid=CA>. Accessed March 2024.

Electricity and natural gas in California are generally used by stationary sources such as residences, commercial sites, and industrial facilities, whereas petroleum use is generally accounted for by transportation-related energy use. In 2022, taxable gasoline sales (including aviation gasoline) in California accounted for 13,629,998,406 gallons of gasoline.⁷

4.5.3 Regulatory Setting

Federal

Energy Independence and Security Act of 2007

The Energy Independence and Security Act (EISA; Public Law 110-140) was signed into law by President George W. Bush on December 19, 2007. EISA’s goal is to achieve energy security in the United States by increasing renewable fuel production, improving energy efficiency and performance, protecting consumers, improving vehicle fuel economy, and promoting research on greenhouse gas (GHG) capture and storage. Under the EISA, the Renewable Fuel Standard (RFS) program (RFS2) was expanded in several key ways:

⁵ California Gas and Electric Utilities. *2022 California Gas Report*. https://www.socalgas.com/sites/default/files/Joint_Utility_Biennial_Comprehensive_California_Gas_Report_2022.pdf. Accessed October 2023.

⁶ US Energy Information Administration (2022). California Energy Consumption Estimates. <https://www.eia.gov/state/print.php?sid=CA>. Accessed March 2024.

⁷ California Department of Tax and Fee Administration (CDTFA). (2023). Net Taxable Gasoline Gallons. <https://www.cdtfa.ca.gov/taxes-and-fees/spftrpts.htm>. Accessed March 2024.

- Expanded the RFS program to include diesel, in addition to gasoline;
- Increased the volume of renewable fuel required to be blended into transportation fuel from 9 billion gallons in 2008 to 36 billion gallons by 2022;
- Established new categories of renewable fuel and set separate volume requirements for each; and
- Required the U.S. Environmental Protection Agency (EPA) to apply lifecycle GHG performance threshold standards to ensure that each category of renewable fuel emits fewer GHGs than the petroleum fuel it replaces.

RFS2 lays the foundation for achieving significant reductions of GHG emissions from the use of renewable fuels, for reducing imported petroleum, and encouraging the development and expansion of our nation's renewable fuels sector.

The EISA also includes a variety of new standards for lighting and for residential and commercial appliance equipment. The equipment includes residential refrigerators, freezers, refrigerator-freezers, metal halide lamps, and commercial walk-in coolers and freezers.

State

Assembly Bill 32 and Senate Bill 32

California's major initiative for reducing GHG emissions is outlined in Assembly Bill (AB) 32, the "California Global Warming Solutions Act of 2006." AB 32 codifies the Statewide goal of reducing GHG emissions to 1990 levels by 2020 (essentially a 15 percent reduction below 2005 emission levels; the same requirement as under S-3-05) and requires the California Air Resources Board (CARB) to prepare a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations to require reporting and verification of Statewide GHG emissions. Reductions in overall energy consumption have been implemented to reduce emissions. See **Section 4.7: Greenhouse Gas Emissions** for a further discussion of AB 32.

In September 2016, the Governor signed into legislation Senate Bill (SB) 32, which builds on AB 32 and requires the State to cut GHG emissions to 40 percent below 1990 levels by 2030. With SB 32, the Legislature also passed AB 197, which provides additional direction for updating the Scoping Plan to meet the 2030 GHG reduction target codified in SB 32. CARB has published a draft update to the Scoping Plan and has received public comments on this draft but has not released the final version.

Additional energy efficiency measures beyond the current regulations are needed to meet these goals as well as the AB 32 GHG reduction goal of reducing Statewide GHG emissions to 1990 levels by 2020 and the SB 32 goal of 40 percent below 1990 levels by 2030 (see **Section 4.7: Greenhouse Gas Emissions**, for a discussion of AB 32 and SB 32). Part of the effort in meeting California's long-term reduction goals include reducing petroleum use in cars and trucks by 50 percent, increasing from one-third to more than one-half of California's electricity derived from renewable sources, doubling the efficiency savings achieved at existing buildings and making heating fuels cleaner; reducing the release of methane, black carbon, and other short-lived climate pollutants, and managing farm and rangelands, forests, and wetlands so they can store carbon.

California Regulations and Building Codes

California has a long history of adopting regulations to improve energy efficiency in new and remodeled buildings. These regulations have kept California's energy consumption relatively flat even with rapid population growth.

Title 20 Appliance Efficiency Regulations. The appliance efficiency regulations (20 California Code of Regulations [CCR] §§ 1601-1608) include standards for new appliances. Twenty-three categories of appliances are included in the scope of these regulations. These standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances.

Title 24 Building Energy Efficiency Standards. California's Energy Efficiency Standards for Residential and Nonresidential Buildings (24 CCR Part 6) was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The CEC adopted the 2022 Energy Code on August 11, 2021, which was subsequently approved by the California Building Standards Commission for inclusion into the California Building Standards Code. The 2022 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. Buildings whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 Energy Code.

Title 24 California Green Building Standards Code. The California Green Building Standards Code (24 CCR Part 11) commonly referred to as the CALGreen Code, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics. The CEC adopted the 2022 CALGreen Code, which went into effect on January 1, 2023.

2008 California Energy Action Plan Update

The 2008 Energy Action Plan Update provides a status update to the 2005 Energy Action Plan II, which is the State of California's principal energy planning and policy document. The plan continues the goals of the original Energy Action Plan, describes a coordinated implementation plan for State energy policies, and identifies specific action areas to ensure that California's energy is adequate, affordable, technologically advanced, and environmentally sound. First-priority actions to address California's increasing energy demands are energy efficiency, demand response (i.e., reduction of customer energy usage during peak periods in order to address system reliability and support the best use of energy infrastructure), and the use of renewable sources of power. If these actions are unable to satisfy the increasing energy and capacity needs, the plan supports clean and efficient fossil-fired generation.

2006 Appliance Efficiency Regulations

The California Energy Commission adopted Appliance Efficiency Regulations (20 CCR §§ 1601-1608) on October 11, 2006. The regulations were approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and non-federally regulated appliances. While these regulations are now often viewed as “business-as-usual,” they exceed the standards imposed by all other states and they reduce GHG emissions by reducing energy demand.

Senate Bill 1078 and 107; Executive Order S-14-08, S-21-09, and SB 2X

SB 1078 (Chapter 516, Statutes of 2002) requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017. SB 107 (Chapter 464, Statutes of 2006) changed the target date to 2010. In November 2008, then-Governor Schwarzenegger signed Executive Order S-14-08, which expands the State’s Renewable Portfolio Standard to 33 percent renewable power by 2020. In September 2009, then-Governor Schwarzenegger continued California’s commitment to the Renewable Portfolio Standard by signing Executive Order S-21-09, which directs the CARB under its AB 32 authority to enact regulations to help the State meet its Renewable Portfolio Standard goal of 33 percent renewable energy by 2020. In April 2011, Governor Brown signed SB 2X, which legislated the prior Executive Order S-14-08 renewable standard.

Executive Order B-30-15, Senate Bill 350, and Senate Bill 100

In April 2015, the Governor issued Executive Order B-30-15, which established a GHG reduction target of 40 percent below 1990 levels by 2030. SB 350 (Chapter 547, Statutes of 2015) advanced these goals through two measures. First, the law increases the renewable power goal from 33 percent renewables by 2020 to 50 percent by 2030. Second, the law requires the CEC to establish annual targets to double energy efficiency in buildings by 2030. The law also requires the California Public Utilities Commission (CPUC) to direct electric utilities to establish annual efficiency targets and implement demand-reduction measures to achieve this goal. In 2018, SB 100 revised the goal of the program to achieve the 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

Appendix F to CEQA Guidelines

Public Resources Code Section 21100(b)(3) and CEQA Guidelines Section 15126.4 require Environmental Impact Reports (EIRs) to describe, where relevant, the wasteful, inefficient, and unnecessary use of energy caused by a project. In 1975, largely in response to the oil crisis of the 1970s, the California State Legislature adopted AB 1575, which created the CEC. The CEC’s statutory mission is to forecast future energy needs, license thermal power plants of 50 megawatts or larger, develop energy technologies and renewable energy resources, plan for and direct State responses to energy emergencies, and promote energy efficiency through the adoption and enforcement of appliance and building energy efficiency standards. AB 1575 also amended Public Resources Code Section 21100(b)(3) to require EIRs to consider the wasteful, inefficient, and unnecessary use of energy caused by a project. In addition, CEQA Guidelines Section 15126.4 was adopted in 1998 which requires that an EIR describe feasible mitigation measures

which would minimize the inefficient and unnecessary use of energy. Thereafter, the State Resources Agency created CEQA Guidelines, Appendix F.

Pursuant to Appendix F, an EIR must include a “discussion of the potential energy impacts of proposed projects” However, because lead agencies have not consistently included such analysis in their EIRs, California's Natural Resources Agency amended Appendix F to the CEQA Guidelines in 2009 “to ensure that lead agencies comply with the substantive directive in § 21100(b)(3).” CEQA Guidelines, Appendix F lists environmental impacts and mitigation measures that an EIR may include. What is required is a “discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy.” Potential impacts that may be discussed include:

- The Project’s energy requirements and its energy use efficiencies by amount and fuel type for each stage of the Project including construction, operation, maintenance, or removal. If appropriate, the energy intensiveness of materials may be discussed.
- The effects of the Project on local and regional energy supplies and on requirements for additional capacity.
- The effects of the Project on peak and base period demands for electricity and other forms of energy.
- The degree to which the Project complies with existing energy standards.
- The effects of the Project on energy resources.
- The Project’s projected transportation energy use requirements and its overall use of efficient transportation alternatives.

State CEQA Guidelines, Appendix F assists EIR preparers in determining whether a Project will result in the inefficient, wasteful, and unnecessary use of energy. The discussion below analyzes the Project’s effect on energy resources.

Local

City of Menifee General Plan

Open Space & Conservation Element

The City’s General Plan (City GP) Open Space & Conservation Element provides policy direction for the City’s parks and open space areas, recreational trails, and the conservation, development, and utilization of the City's natural resources with an overall goal of maintaining the high quality of life Menifee residents have enjoyed for generations, while also preserving and protecting the numerous nonrenewable and unique cultural and historic resources located within the City.

Goals and policies from the Open Space & Conservation Element applicable to the Project include:

Goal OSC-4 Efficient and environmentally appropriate use and management of energy and mineral resources to ensure their availability for future generations.

Policy OCS-4.1 Apply energy efficiency and conservation practices in land use, transportation demand management, and subdivision and building design.

Policy OCS-4.2 Evaluate public and private efforts to develop and operate alternative systems of energy production, including solar, wind, and fuel cell.

4.5.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G has been utilized as significance criteria in this section. Accordingly, the Project would create a significant environmental impact if it causes one or more of the following to occur:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation.
- Conflict with or obstructs a state or local plan for renewable energy or energy efficiency.

Methodology and Assumptions

This section analyzes energy use on three sources of energy that are relevant to the Project, including electricity, natural gas, and transportation fuel for vehicle trips associated with new development, as well as the fuel necessary for Project construction. The analysis of the Project's electricity and natural gas use is based on the California Emissions Estimator Model (CalEEMod), which quantifies energy use for occupancy. The results of CalEEMod are included in **Appendix B (Air Quality and Health Risk Assessments)**, **Appendix G (Greenhouse Gas Assessment)**, and **Appendix E (Energy Assessment)** of this Draft EIR.

4.5.5 Impacts and Mitigation Measures

Impact 4.5-1 *Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?*

Level of Significance: Less Than Significant

Construction

The Project (Site 1, Site 2, and Site 3) is anticipated to be constructed in one phase. Construction is anticipated to occur over a period of approximately 12 months, beginning in late 2024. The energy associated with Project construction includes electricity use associated with water utilized for dust control, diesel fuel from on-road hauling trips, vendor trips, and off-road construction diesel equipment, as well as gasoline fuel from on-road worker commute trips. Because construction activities typically do not require natural gas, it is not included in the following discussion. The methodology for each category is discussed below. This analysis relies on the construction equipment list and operational characteristics, as stated in **Section 4.2: Air Quality** and **Section 4.7: Greenhouse Gas Emissions**. Quantifications of construction energy are provided for the Project below; see **Table 4.5-3: Energy Use During Construction**.

Table 4.5-3: Energy During Construction

Project Source	Total Construction Energy	Riverside County Annual Energy	Percentage Increase Countywide
Project Site 1 (Corsica Lane)			
Electricity Use	GWh		
Water Use ¹	0.0060	17,781	0.00003%
Diesel Use	Gallons		
On-Road Construction Trips ²	6,190	134,914,259	0.0046%
Off-Road Construction Equipment ³	26,091		0.0193%
Construction Diesel Total	32,281		0.0239%
Gasoline	Gallons		
On-Road Construction Trips	8,813	528,333,714	0.0017%
Project Site 2 (Wheat Street)			
Electricity Use	GWh		
Water Use ¹	0.0053	17,781	0.00003%
Diesel Use	Gallons		
On-Road Construction Trips ²	1,970	134,914,259	0.0015%
Off-Road Construction Equipment ³	22,347		0.0166%
Construction Diesel Total	24,317		0.0180%
Gasoline	Gallons		
On-Road Construction Trips	3,405	528,333,714	0.0006%
Project Site 3 (Evans Road)			
Electricity Use	GWh		
Water Use ¹	0.0053	17,781	0.00003%
Diesel Use	Gallons		
On-Road Construction Trips ²	3,153	134,914,259	0.0023%
Off-Road Construction Equipment ³	22,445		0.0166%
Construction Diesel Total	25,598		0.0190%
Gasoline	Gallons		
On-Road Construction Trips	4,881	528,333,714	0.0009%
Total Project Construction Energy Consumption			
Electricity Use	GWh		
Water Use ¹	0.0166	17,781	0.00009%
Diesel Use	Gallons		
On-Road Construction Trips ²	11,313	134,914,259	0.00839%
Off-Road Construction Equipment ³	70,883		0.05254%
Construction Diesel Total	82,196		0.06092%
Gasoline	Gallons		
On-Road Construction Trips	17,099	528,333,714	0.00324%

¹Construction water use based on acres disturbed per day per construction sequencing and estimated water use per acre.
²On-road mobile source fuel use based on vehicle miles traveled (VMT) from CalEEMod and fleet-average fuel consumption in gallons per mile from EMFAC2021 in Riverside County for construction year 2025.
³Construction fuel use was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry.

Source: Refer to energy calculations in Draft EIR Appendix E.

Electricity

Water for Construction Dust Control. Electricity use associated with water use for construction dust control is calculated based on total water use and the energy intensity for supply, distribution, and treatment of water. The total number of gallons of water used is calculated based on acreage disturbed during grading and site preparation, as well as the daily watering rate per acre disturbed.

- The total acres disturbed are calculated using the methodology described in Chapter 4.2 of Appendix A of the CalEEMod User's Guide, available at: <http://www.caleemod.com/>.
- The water application rate of 3,020 gallons per acre per day is from the Air and Waste Management Association's Air Pollution Engineering Manual (1992).

The energy intensity value is based on the CalEEMod default energy intensity per gallon of water for Riverside County. As summarized in **Table 4.5-3**, the total electricity demand associated with water use for Project construction dust control would be approximately 0.0166 GWh over the duration of construction.

Petroleum Fuel

On-Road Diesel Construction Trips. The diesel fuel associated with on-road construction mobile trips is calculated based on vehicle miles traveled (VMT) from vehicle trips (i.e., worker, vendor, and hauling), the CalEEMod default diesel fleet percentage, and vehicle fuel efficiency in miles per gallon (MPG). VMT for the entire construction period is calculated based on the number of trips multiplied by the trip lengths for each phase shown in CalEEMod. Construction fuel was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry. Total diesel fuel consumption associated with on-road construction trips for the Project would be approximately 11,313 gallons (see **Table 4.5-3**).

Off-Road Diesel Construction Equipment. Similarly, the construction diesel fuel associated with the off-road construction equipment is calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry. The total diesel fuel associated with Project off-road construction equipment is approximately 70,883 gallons (see **Table 4.5-3**).

On-Road Gasoline Construction Trips. The gasoline fuel associated with on-road construction mobile trips is calculated based on VMT from vehicle trips (i.e., worker, vendor, and hauling), the CalEEMod default gasoline fleet percentage, and vehicle fuel efficiency in MPG using the same methodology as the construction on-road trip diesel fuel calculation discussed above. The total gasoline fuel associated with Project on-road construction trips would be approximately 17,099 gallons (see **Table 4.5-3**).

Construction Energy Use Analysis

As indicated in Table 4.5-3, Project construction electricity use would represent approximately 0.00009% percent of the current electricity use in Riverside County. In 2022, Californians used approximately 13,629,998,406 gallons of gasoline and approximately 3,067,876,790 gallons of diesel fuel.⁸ Riverside County annual gasoline fuel use in 2024 is anticipated to be 528,333,714 gallons and diesel use would be

⁸ California Department of Tax and Fee Administration (CDTFA), *Fuel Taxes Statistics & Reports*, available at: <https://www.cdtfa.ca.gov/taxes-and-fees/spftrpts.htm>, accessed October 2023.

approximately 134,914,259 gallons. Total Project construction gasoline fuel would represent approximately 0.00324 percent of annual gasoline used in the County, and total Project construction diesel fuel would represent approximately 0.06092 percent of annual diesel used in the County. Total Project construction gasoline and diesel fuel would also represent less than one percent of the State's fuel use. Based on the total Project's relatively low construction fuel use proportional to annual County use, the Project would not substantially affect existing energy fuel supplies or resources. New capacity or additional sources of construction fuel are not anticipated to be required.

SCE's total energy sales were 98,025 GWh of electricity in 2022.⁹ The Project's construction-related net annual electricity consumption of 0.0166 GWh would represent approximately 0.00002 percent of SCE's projected sales. Therefore, it is anticipated that SCE's existing and planned electricity capacity and electricity supplies would be sufficient to serve the Project's temporary construction electricity demand. Transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, current crude oil production would be sufficient to meet 50 years of worldwide consumption. As such, it is expected that existing and planned transportation fuel supplies would be sufficient to serve the Project's temporary construction demand.

Furthermore, there are no unusual characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or state. In addition, some energy conservation would occur during construction through compliance with State requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest EPA and CARB engine emissions standards. These engines use highly efficient combustion engines to minimize unnecessary fuel use.

The Project would have construction activities that would use energy, primarily in the form of diesel fuel (e.g., mobile construction equipment) and electricity (e.g., power tools). Contractors would be required to monitor air quality emissions of construction activities using applicable regulatory guidance such as from SCAQMD CEQA Guidelines. Additionally, construction is subject to and would comply with California regulations (e.g., 13CCR §§ 2485, 2449), which reduce diesel PM and criteria pollutant emissions from in-use off-road diesel-fueled vehicles and limit the idling of heavy-duty construction equipment to no more than five minutes. This requirement indirectly relates to construction energy conservation because when air pollutant emissions are reduced from the monitoring and the efficient use of equipment and materials, energy use is reduced. There are no aspects of the Project that would foreseeably result in the inefficient, wasteful, or unnecessary use of energy during construction activities.

Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary use of energy during construction. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive and that there is a significant cost-savings potential in green building practices. Substantial reduction in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than non-recycled

⁹ California Energy Commission, *CEC 2021 Baseline Forecast – High Demand Case*, January 2022.

materials. The Project-related incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes, and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. It is reasonable to assume that production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest in minimizing the costs of business.

As described above, the Project’s fuel consumption and energy usage from the entire construction period would increase fuel use in the County by less than one percent. It should be noted that the State CEQA Guideline Appendix G and Appendix F criteria require the Project’s effects on local and regional energy supplies and on the requirements for additional capacity to be addressed. A less than one percent increase in temporary demand is not anticipated to trigger the need for additional capacity. Project construction would have a nominal effect on the local and regional energy supplies. Additionally, use of construction fuel would be temporary and would cease once the Project is fully developed. As such, Project construction would have a nominal effect on the local and regional energy supplies.

As stated above, there are no unusual characteristics that necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or state. It is expected that construction fuel use associated with the Project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. Therefore, potential impacts are considered less than significant.

Operations

The Project (Site 1, Site 2, and Site 3) would be constructed in one phase and is anticipated to be operational in 2025. The energy consumption associated with Project operations would occur from building energy (electricity and natural gas) use, water use, and transportation-related fuel use. The methodology for each category is discussed below.

Annual energy use during operations is shown in **Table 4.5-4: Project Annual Energy Use During Operations**.

Table 4.5-4: Project Annual Energy Use During Operations

Project Source	Total Construction Energy	Riverside County Annual Energy	Percentage Increase Countywide
Project Site 1 (Corsica Lane)			
Electricity Use	GWh		
Total Electricity (Electricity Demand + Water Conveyance)	2.34	17,781	0.0132%
Natural Gas Use	Therms		
Area ¹	51,540	431,052,392	0.0120%
Diesel Use	Gallons		
Mobile ²	181,255	135,408,190	0.1339%
Gasoline Use	Gallons		
Mobile ²	145,093	518,577,830	0.0280%

Project Source	Total Construction Energy	Riverside County Annual Energy	Percentage Increase Countywide
Project Site 2 (Wheat Street)			
Electricity Use	GWh		
Total Electricity (Electricity Demand + Water Conveyance)	0.85	17,781	0.0048%
Natural Gas Use	Therms		
Area ¹	17,355	431,052,392	0.0040%
Diesel Use	Gallons		
Mobile ²	58,950	135,408,190	0.0435%
Gasoline Use	Gallons		
Mobile ²	47,199	518,577,830	0.0091%
Project Site 3 (Evans Road)			
Electricity Use	GWh		
Total Electricity (Electricity Demand + Water Conveyance)	1.79	17,781	0.0101%
Natural Gas Use	Therms		
Area ¹	29,267	431,052,392	0.0068%
Diesel Use	Gallons		
Mobile ²	72,893	135,408,190	0.0538%
Gasoline Use	Gallons		
Mobile ²	44,654	518,577,830	0.0086%
Total Project Operational Energy Consumption			
Electricity Use	GWh		
Total Electricity (Electricity Demand + Water Conveyance)	4.98	17,781	0.0280%
Natural Gas Use	Therms		
Area ¹	98,162	431,052,392	0.02277%
Diesel Use	Gallons		
Mobile ²	313,098	135,408,190	0.23123%
Gasoline Use	Gallons		
Mobile ²	236,946	518,577,830	0.04569%
¹ The electricity, natural gas, and water usage are based on Project-specific estimates and CalEEMod defaults. ² Calculated based on the mobile source fuel use based on vehicle miles traveled (VMT) and fleet-average fuel consumption (in gallons per mile) from EMFAC2017 for operational year 2025.			
Source: Refer to energy calculations in Draft EIR Appendix E.			

Petroleum Fuel

The gasoline and diesel fuel associated with on-road vehicular trips is calculated based on total VMT calculated for the analyses within **Section 4.2: Air Quality**, and **Section 4.7: Greenhouse Gas Emissions**, and average fuel efficiency from the EMFAC model. The EMFAC fuel efficiency data incorporates the Pavley Clean Car Standards and the Advanced Clean Cars Program. As summarized in Table 4.5-4, the total gasoline and diesel fuel associated with on-road trips would be approximately 236,946 gallons per year and 313,098 gallons per year, respectively.

Electricity

The electricity use during Project operations is based on CalEEMod defaults. The Project would use approximately 4.98 GWh of electricity per year (see **Table 4.5-4**). Operational electricity from water consumption based on CalEEMod water consumption and default energy intensity per gallon of water for Riverside County. Project area water use is based on the CalEEMod default rates. The Project would use approximately 117 million gallons of water annually which would require approximately 1.5158 GWh per year for conveyance and treatment.

Natural Gas

The methodology used to calculate the natural gas use associated with the Project is based on CalEEMod default rates. The Project would use 98,162 therms of natural gas per year (see **Table 4.5-4**).

Operational Energy Use Analysis

Section 4.7: Greenhouse Gas Emissions includes mitigation measures that would reduce energy consumption. MM GHG-1 requires the Project to install solar photovoltaic (PV) panels or other source of renewable energy generation that would provide 100 percent of the expected on-site energy demands.

Operation of the Project would annually use approximately 4.98 GWh of electricity; 98,162 therms of natural gas; 236,946 gallons of gasoline; and 131,098 gallons of diesel.

Californians used 287,220 GWh of electricity in 2022¹⁰, of which Riverside County used 17,781 GWh. The Project's operational electricity use would represent 0.0017 percent of electricity used in the state, and 0.028 percent of the electricity use in Riverside County. The Project's electricity consumption estimated above includes reductions associated with compliance with the 2022 Title 24 building code, PV panels to generate electricity for portion of the Project. Regarding natural gas, Californians used 21,733.2 million therms (2,172.8 trillion BTU) of natural gas in 2021¹¹ and 431.05 million therms of natural gas in Riverside County in 2022¹². Therefore, the Project's operational natural gas use would represent less than one percent of the natural gas use in the state and County.

Riverside County annual gasoline fuel use in 2025 is anticipated to be 518,577,830 gallons and diesel fuel is anticipated to be 135,408,190 gallons. Expected Project operational use of gasoline and diesel would represent 0.04569 percent of gasoline use and 0.23123 percent of diesel use in the County.

Based on the California Energy Demand 2021 Baseline Forecast¹³, SCE's total energy sales in 2025 will be 103,561 GWh of electricity. As such, the Project-related net annual electricity consumption of 4.98 GWh would represent approximately 0.0048 percent of SCE's projected sales in 2025. SCE would review the Project's estimated electricity consumption in order to ensure that the estimated power requirement

¹⁰ California Energy Commission, *2022 Total System Electric Generation*, available at: <https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2022-total-system-electric-generation>, accessed October 2023.

¹¹ U.S. Energy Information Administration, *California State Energy Profile*, available at: <https://www.eia.gov/state/print.php?sid=CA>, accessed October 2023.

¹² California Energy Commission, *2022 Total Gas Consumption by County*, available at: <http://ecdms.energy.ca.gov/gasbycounty.aspx>, accessed October 2023.

¹³ California Energy Commission, *California Energy Demand Forecast, 2021-2035, CED 2021 Baseline Forecast – SCE High Demand Case, Form 1.1b*, available at: <https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2021-integrated-energy-policy-report/2021-1>, accessed October 2023.

would be part of the total load growth forecast for their service area and accounted for in the planned growth of the power system. Based on these factors, it is anticipated that SCE's existing and planned electricity capacity and electricity supplies would be sufficient to serve the Project's electricity demand.

Based on the 2022 California Gas Report, the California Energy and Electric Utilities estimates natural gas consumption within SoCalGas' planning area will be approximately 2,735 million cubic feet per day (998,275 million cubic feet per year) in 2025¹⁴. Accordingly, the Project's 98,162 therms (9.47 million cubic feet) of annual natural gas consumption would account for approximately 0.00095 percent of the forecasted natural gas consumption in the SoCalGas planning area. As such, the Project's consumption of natural gas is expected to fall within SoCalGas' projected consumption and supplies for the area. According to the United States Energy Information Administration (EIA), the United States currently has over 80 years of natural gas reserves based on 2018 consumption.

Transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, current crude oil production would be sufficient to meet 50 years of worldwide consumption. As such, it is expected that existing and planned transportation fuel supplies would be sufficient to serve the Project's demand.

None of the Project energy uses exceed one percent of their corresponding County use. Project operations would not substantially affect existing energy or fuel supplies or resources. The Project would comply with applicable energy standards and new capacity would not be required. Impacts would be less than significant.

Compliance With Energy Efficiency Measures

As discussed above, California's Energy Efficiency Standards for Residential and Non-Residential Buildings create uniform building codes to reduce California's energy use and provide energy efficiency standards for residential and non-residential buildings. These standards are incorporated within the California Building Code and are expected to substantially reduce the growth in electricity and natural gas use. 2022 Title 24 standards for new residential and nonresidential buildings will focus on encouraging electric heat pump technology and use, promote electric-ready buildings to get owners to use cleaner electric heating, cooking, and vehicle charging, expanding solar photovoltaic systems and battery storage systems to reduce reliance on fossil fuel power plants.

Regarding water energy conservation, the Project would incorporate drought-tolerant landscaping throughout portions of the site. Water-efficient irrigation controls would also be used in landscape areas. Comprehensive water conservation strategies would be developed to each respective land use as part of the Project plan development. Buildings would incorporate water-efficient fixtures and appliances, to comply with Title 24.

It should also be noted that SCE is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to

¹⁴ California Gas and Electric Utilities. *2022 California Gas Report*. Table 28.
https://www.socalgas.com/sites/default/files/Joint_Utility_Biennial_Comprehensive_California_Gas_Report_2022.pdf. Accessed October 2023.

increase total procurement from eligible renewable energy resources to 33 percent by 2020 and 50 percent by 2030. SB 100 revised the goal of the program to achieve the 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat.

As discussed above, California's Energy Efficiency Standards create uniform building codes to reduce California's energy use and provide energy efficiency standards for residential and non-residential buildings. These standards are incorporated within the California Building Code and are expected to substantially reduce the growth in electricity and natural gas use.

None of the Project energy uses exceed one percent of the corresponding uses within the County. Project operations would not substantially affect existing energy or fuel supplies or resources. All Project buildings will comply with energy and fuel efficiency laws and regulations; thus, the Project would not be wasteful or inefficient.

In addition, **MM GHG-1** requires the Project to install a 63 kWdc solar photovoltaic (PV) system. Therefore, potential impacts are considered less than significant.

Mitigation Measures

No mitigation is required.

Impact 4.5-2 *Would the Project conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?*

Level of Significance: Less Than Significant

As discussed in Impact 4.5-1 above, the energy conservation policies and plans relevant to the Project include the California Title 24 energy standards and the CALGreen Building Code. The Project would be required to comply with these existing energy standards. Compliance with state and local energy efficiency standards would ensure that the Project meets all applicable energy conservation policies and regulations. As such, the Project would not conflict with applicable plans for renewable energy or energy efficiency. SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy ((RTP/SCS), also referred to adopted in September 2020, integrates transportation, land use, and housing to meet GHG reduction targets set by CARB. The document establishes GHG emissions goals for automobiles and light-duty trucks, as well as an overall GHG target for the region consistent with both the target date of AB 32 and the post-2020 GHG reduction goals of SB 375. The Project would not conflict with the stated goals of the RTP/SCS. Potential impacts are considered less than significant.

Mitigation Measures

No mitigation is required.

4.5.6 Cumulative Impacts

Potential cumulative impacts to energy would result if the Project, in combination with past, present, and future projects, would result in the wasteful or inefficient use of energy. This could result from development that would not incorporate sufficient building energy efficiency features, would not achieve building energy efficiency standards, or would result in the unnecessary use of energy during construction and/or operation.

The cumulative projects within the areas serviced by the energy service providers would be applicable to this analysis. All projects listed in **Table 3-1: List of Cumulative Projects** are within the service area of SCE and SoCalGas and therefore are applicable to this cumulative analysis. Projects that include development of large buildings or other structures that would have the potential to consume energy in an inefficient manner would have the potential to contribute to a cumulative impact.

Construction and operations associated with implementation of the Project would result in the use of energy, but not in an inefficient or wasteful manner. The use of energy would not be substantial in comparison to statewide electricity, natural gas, gasoline, and diesel demand; refer to **Table 4.5-3**. As discussed above, the Project-related construction electricity consumption would represent approximately 0.00002 percent of SCE generated electricity. The electricity used for construction would be less than that required during operation of the Project, would be temporary and would have a minimal contribution to the Project's overall energy consumption. Construction of the Project would not typically involve the consumption of natural gas. The Project's construction electricity consumption would be negligible relative to SCE's generated electricity and electricity supplies would be sufficient to serve the Project's temporary construction electricity demand.

During operations the Project-related net annual electricity consumption would represent approximately 0.0015 percent of SCE's projected sales in 2025. SCE would review the Project's estimated electricity consumption in order to ensure that the estimated power requirement would be part of the total load growth forecast for their service area and accounted for in the planned growth of the power system. The Project's natural gas consumption would account for approximately 0.00095 percent of the forecasted natural gas in the SoCalGas planning area. It should be noted that the planning projections of SCE and SoCalGas consider planned development for their service areas and are in and of themselves providing for cumulative growth. Therefore, it is likely that the cumulative growth associated with the related projects is already accounted for in the planning of future supplies to cover projected demand.

SCE and SoCalGas have policies, programs, and projects in place to provide continued, adequate energy to their users, including the Project. Substantial reductions to the cumulative demand for energy can result from an increased reliance on renewable energy systems (as required by the State's Renewable Portfolio Standards) and the construction of energy-efficient buildings. Cumulative projects would be subject to applicable Title 24 and CALGreen requirements similar to the Project, which includes energy efficiency standards to minimize the wasteful and inefficient use of energy.

Furthermore, transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, current crude oil production would be sufficient to meet 50 years of worldwide consumption. As such, it is

expected that existing and planned transportation fuel supplies would be sufficient to serve the Project's construction and operational demand. New capacity or supplies of energy resources would not be required. Additionally, the Project would be subject to compliance with all federal, state, and local requirements for energy efficiency. State regulations, including the Low Carbon Fuel Standard, Pavley Clean Car Standards, and Low Emission Vehicle Program, would serve to reduce the transportation fuel demand of cumulative projects.

In consideration of cumulative energy use, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Additionally, as discussed above, the Project would increase overall electricity and natural gas demand but would not require additional facilities other than local connections to, or undergrounding of, existing facilities in the Project vicinity. Therefore, the Project's incremental demand for electricity and natural gas facilities would not be cumulatively considerable. Thus, the Project would not contribute to a cumulative impact to the wasteful or inefficient use of energy. A less than significant cumulative impact would occur.

The Project and new development projects located within the cumulative study area would also be required to comply with all the same applicable federal, state, and local measures aimed at reducing fossil fuel consumption and the conservation of energy. The anticipated Project impacts, in conjunction with cumulative development in the vicinity, would increase urbanization and result in increased energy use. Potential land use impacts are site-specific and require evaluation on a case-by-case basis. As noted above, the Project would not result in significant impacts to state or local plans for renewable energy or energy efficiency. Therefore, the Project and identified cumulative projects are not anticipated to result in a significant cumulative impact. Therefore, potential impacts are considered less than significant.

4.5.7 Significant Unavoidable Impacts

No significant unavoidable energy impacts have been identified.

4.5.8 References

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4.6 GEOLOGY AND SOILS

4.6.1 Introduction

The purpose of this section is to describe the existing regulatory and environmental conditions related to the geologic, soil, and seismic characteristics within the Compass Northern Gateway (Project) site. This section identifies potential impacts that could result from implementation of the Project, and as necessary, recommends mitigation measures to reduce potentially significant impacts. The issues addressed in this section are risks associated with faults, strong seismic ground shaking, seismic-related ground failure such as liquefaction, landslides, substantial erosion or the loss of topsoil, and unstable geological units and/or soils. The Project is composed of three sites referred to as “Project Site 1,” “Project Site 2,” and “Project Site 3,” but when not referring to each site separately, these three will be referred to hereafter as the “Project” or “Project Sites.” Since the release of the Notice of Preparation (NOP) on January 13, 2023, the Project’s design has changed. More specifically, APN 330-180-029 was removed from Project Site 1, and thus reduced the total proposed buildings from three to two, totaling 234,921 square feet (SF). However, to be conservative, this EIR (where applicable) analyzes the previous square footage of 265,821 SF between three buildings.

The environmental setting discussion is based largely on review of aerial photographs and maps of the Project site and its surroundings. Other information in this section, such as regulatory framework, is derived from the various planning documents including the City of Menifee General Plan (Menifee GP), Federal Occupational Safety and Health Administration (OSHA) Regulations, Seismic Hazards Mapping Act (SHMA) of 1990, the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS), the California Geological Survey, and pertinent State of California building codes.

The analysis in this section is based, in part, upon the following source found in **Appendix F: Geology and Soils**:

- LOR Geotechnical Group, Inc. (LOR), December 2021. *Preliminary Geotechnical and Infiltration Feasibility Investigation Proposed Industrial Development APN 330-180-010, -046, -029, and -006, Menifee, California.* (**Appendix F1**).
- LOR Geotechnical Group, Inc. (LOR), February 2022. *Preliminary Geotechnical and Infiltration Feasibility Investigation Proposed Industrial Development APN 330-180-012, Menifee, California.* (**Appendix F2**).
- LOR Geotechnical Group, Inc. (LOR), May 2022. *Preliminary Geotechnical and Infiltration Feasibility Investigation Proposed Industrial Development APN 331-060-018, Menifee, California.* (**Appendix F3**).

4.6.2 Environmental Setting

Regional Geologic Setting

According to the City’s General Plan, the City lies in the northern part of the Peninsular Ranges Geomorphic Province, which is characterized by northwest-trending mountains and valleys extending from the Los Angeles Basin on the north southeast into Baja California. The province is

bounded by the San Andreas fault zone on the east and extends offshore to the west. The northern, onshore part of the province is divided into three major fault-bounded blocks that are, from west to east, the Santa Ana Mountains block, the Perris block, and the San Jacinto Mountains block. The Perris block, where Menifee is located, is bounded by the Elsinore fault zone on the southwest and the San Jacinto fault zone on the northeast. In spite of being surrounded by active fault systems and growing mountain ranges, the Perris block is an area of lower relief that has remained relatively stable and undeformed for thousands of years.

Movements along the San Andreas, San Jacinto, and Elsinore faults have elevated the San Jacinto and Santa Ana Mountains blocks and down-dropped the Perris block. In response, the uplifted mountains and hills are rapidly eroding (in geologic time), shedding sand, silt, and gravel and forming fans that are filling the valleys. The alluvial fans of the City area have a range of ages coincident with the rise of the nearby mountains (early Pleistocene to Holocene, approximately one million years to less than 11,000 years old). Deposition is still ongoing, with the youngest sediments filling the active drainage channels and floodplains. At depth, this sequence of alluvial sediments is underlain by crystalline rock similar to that exposed in the surrounding hills and mountains.

The City encompasses numerous brush-covered hills and low mountains surrounded by a series of interconnected, broad, nearly flat-bottomed valleys. The steepest slope and largest cluster of hillsides can be found north of Menifee Lakes, traveling northward across McCall Boulevard. Quail Valley also has a significant number of steep hillsides that influence development patterns in the area. Elevations in the City range from about 1,400 feet above mean sea level (amsl) for the valley floor to approximately 2,600 feet amsl for the local hills; Bell Mountain is 1,850 amsl. The City includes parts of three valleys: the Perris Valley in the north end of the City, the Menifee Valley in the central part of the City, and the Paloma Valley in the southeast area.

The Project is generally located in the northeastern part of the City, in the County of Riverside (County), in the State of California. Regional access to the Project is provided via Interstate (I) 215 (see **Exhibit 2-1: Regional Location Map**).

Project Site 1 – Local Geologic Setting

As stated in **Appendix F1**, Project Site 1 is located within the United States Geological Survey Romoland 7.5-minute quadrangle topographic map. This region lies along the north-central portion of the Perris block of the northern Peninsular Ranges geologic province of southern California. While the Perris block is considered to be a relatively stable structural block, it is bounded by active faults. These include the Elsinore fault zone on the west, the San Jacinto fault zone on the east, and the Cucamonga fault zone on the north. The Perris block is underlain by rocks of the Peninsular Ranges batholith, a very large mass of crystalline igneous rocks of Cretaceous age and with no known floor, and by prebatholithic metasedimentary and metavolcanic rocks of older ages.

The Perris block has a series of erosional surfaces, marked by low topographic relief and capped with unconsolidated alluvial sediments stripped from the surrounding highlands. This area was mapped by the California Division of Mines and Geology as being underlain by deposits of old alluvial fan deposits.

The interior of the Perris Plain is considered to be relatively stable with few known active faults. However, this plain is bounded by active faults. These include the Elsinore fault zone on the west, the San Jacinto fault zone on the northeast, the San Andreas fault zone on the north, and the Agua-Tibia fault zone on the south. As the subject site is located near the western margin of the Perris Plain, the Elsinore fault is the closest known active fault in relation to the site. At its closest approach, the Elsinore fault is located approximately 7.8 miles southwest from Project Site 1.

Project Site 1

Site Surface Conditions

Project Site 1 is located between Corsica Lane and Wheat Street and is generally bounded by a Southern California Edison easement and McLaughlin Road to the south, Corsica Lane, single-family residential uses, Ruffian Road, and Ethanac Road to the North, The City of Perris, and Goetz Road to the east, and Wheat Street and a single-family residence to the west. Project Site 1 is comprised of three parcels [APN: 330-180-010, -046, and -006], and is a total of 13.66 acres in size. Existing conditions consists of predominately vacant undeveloped land, one single-family residence, one accessory outbuilding, and one awning, and a portion of Corsica Lane. Topographically, site elevations range from approximately 1474 feet to 1456 feet above mean sea level (amsl).

Geotechnical Conditions

The subsurface field exploration program conducted on December 6, and 7, 2021, consisted of advancing a total of 12 exploratory borings using a truck-mounted drill rig equipped with 8-inch diameter hollow stem augers. The borings were drilled to maximum depths of 15.25 to 30.42 feet below the existing ground surface. Relatively undisturbed and bulk samples were obtained at a maximum depth interval of 5 feet. A detailed description of the subsurface field exploration program and the boring logs is presented in Appendix B of **Appendix F1**. Selected soil samples obtained during the field investigation were subjected to geotechnical laboratory testing to evaluate their physical and engineering properties. Laboratory testing included in-place moisture content and dry density, laboratory compaction characteristics, direct shear, expansion index, sieve analysis, sand equivalent, R-value, expansion index, Atterberg limits, and soluble sulfate content. A detailed description of the geotechnical laboratory testing program and the test results are presented in Appendix C of **Appendix F1**.

Fill/Topsoil

Fill/topsoil materials were encountered within our exploratory borings located within the currently undeveloped portion of the site to depths of approximately 2 feet. The fill/topsoil materials are believed to be associated with current and past weed abatement (discing) practices at the site. As encountered, the fill/topsoil materials were comprised of lean clay with sand, silty sand with clay, and clayey sand which were predominantly red-brown, dry, and in a loose state. Expansion index testing indicates that these materials will have a low expansion potential when used as compacted fill.

Older Alluvium

Older alluvial materials were encountered underlying the fill materials described above and at the surface within 5 of our exploratory borings. The older alluvial soils encountered were a maximum of approximately 8 feet in thickness and rest upon bedrock materials. These units were noted to mainly consist of lean clay with sand with minor units of silty sand with clay and clayey sand. The older alluvial materials were in a relatively medium dense to very stiff/very dense state based on our equivalent Standard Penetration Test (SPT) data and in-place density testing. Expansion index testing indicates that these materials will have a low expansion potential when used as compacted fill.

Bedrock

Bedrock materials were encountered within all of our exploratory borings at depths of approximately 2 to 8 feet. Igneous bedrock was encountered within our exploratory borings placed within the eastern approximate two-thirds of the site (boring B-1 through B-7 and B-10). Metamorphic bedrock was encountered within our exploratory borings placed within the western approximate one-third of the site (borings B-8, B-9, B- 11, and B-12).

The igneous bedrock was gabbro in composition which was typically coarse grained, severely to moderately weathered upon first encounter becoming less weathered with depth, dry to damp, and in a hard to very hard state based on our equivalent Standard Penetration Test (SPT) data and in-place density testing. Refusal was experienced within one boring (B-8) at approximately 18 feet.

Groundwater

Groundwater was not encountered within any of our exploratory borings as advanced to a maximum depth of approximately 30.42 feet below the existing ground surface nor was any groundwater seepage observed during our site reconnaissance.

In order to estimate approximate depth to groundwater in the Project Site 1 area, a search was conducted for local groundwater (well) level measurements within the Cooperative Well Measuring Program. The search determined that groundwater in the region appears to be at depths on the order of 50 feet below the ground surface. Groundwater may seep into the bedrock beneath the site region along fractures and joints within the bedrock, the presence of hard bedrock beneath the site generally precludes the development of groundwater conditions or a groundwater table in these areas. Any groundwater that might be encountered during site development would likely be the result of infiltration of surface waters/irrigation waters traveling downward into the bedrock along these joints and fractures.

Faulting and Seismicity

No active or potentially active faults are known to exist at the Project Site 1. In addition, the site does not lie within a current State of California Earthquake Fault Zone, nor does it lie within a County of Riverside fault zone. While there are other large earthquake faults within a 100-kilometer (62-mile) radius of the site (i.e., Elsinore fault zone, San Jacinto fault zone, and San Andreas fault), none of these are considered as relevant. Nevertheless, review of historical seismicity of the site entails numerous small to medium

magnitude earthquake events occurring in the region around the subject site. Therefore, it's anticipated that moderate to large seismic events could occur very near the site.

Secondary Seismic Hazards

Other secondary seismic hazards generally associated with severe ground shaking during an earthquake include liquefaction, seismic-induced settlement, seiches and tsunamis, earthquake induced flooding, landslides, and rockfalls.

Liquefaction and Related Ground Failure

Liquefaction is the loss of strength in generally cohesionless, saturated soils when the pore-water pressure induced in the soil by a seismic event becomes equal to or exceeds the overburden pressure. The primary factors which influence the potential for liquefaction include groundwater table elevation, soil type and plasticity characteristics, relative density of the soil, initial confining pressure, and intensity and duration of ground shaking. The depth within which the occurrence of liquefaction may impact surface improvements is generally identified as the upper 50 feet below the existing ground surface. Liquefaction potential is greater in saturated, loose, poorly graded fine. Non-sensitive clayey (cohesive) soils which possess a plasticity index of at least 18 are generally not considered to be susceptible to liquefaction, nor are those soils which are above the historic static groundwater table.

Appendix F1 states that Project Site 1 lies within an area mapped by the County of Riverside has having a very low potential for liquefaction The potential for liquefaction generally occurs during strong ground shaking within granular loose sediments where the groundwater is usually less than 50 feet below the ground surface. As found during this investigation, the site is underlain by relatively shallow igneous and metamorphic bedrock in the upper 50 feet, therefore, the possibility of liquefaction at the site is considered very low.

Seiches/Tsunamis

The potential for the site to be affected by a seiche or tsunami (earthquake generated wave) is considered nil due to absence of any large bodies of water near the site.

Flooding (Water Storage Facility Failure)

There are no large water storage facilities located on or near the site which could possibly rupture during an earthquake and affect the site by flooding. FEMA Flood Insurance Rate Map (FIRM) identifies the Project being covered by one map panel: 06065C2055H (effective 8/18/2014).¹ Furthermore, Project Site 3 is largely located in a Letter of Map Revision (LOMR) 21-09-0711P (effective 1/24/2022).

Project Sites 1 and 2 are determined to be outside of the 0.2 percent annual chance of flood zone classified as Zone X. Project Site 3 is within an area of one percent annual chance flood with average depth less than one foot classified as Zone X.

¹ FEMA. Flood Insurance Rate Map. (2022). Retrieved from <https://msc.fema.gov/portal/search?AddressQuery=Ethanac%20road%2C%20menifee%20ca> (accessed November 2023).

Seismically-Induced Landslides

Due to the low relief of the site and surrounding region, the potential for landslides to occur at the site is considered nil. The nearest foothills are located approximately 1 mile west of the Project sites.

Rockfalls

No large, exposed, loose, or unrooted boulders are present above the site that could affect the integrity of the site.

Seismically Induced Settlement

Settlement generally occurs within areas of loose, granular soils with relatively low density. Since the site is underlain by relatively dense older alluvial materials and hard igneous and metamorphic bedrock, the potential for settlement is considered very low. In addition, the recommended earthwork operations to be conducted during the development of the site should mitigate any near surface loose soil conditions.

Expansive Soils

Laboratory testing performed on representative samples of the near surface soils indicates that these materials possess low expansion potentials. The upper materials encountered during the investigation were tested and found to have a low expansion potential. Therefore, specialized foundation design and construction procedures to specifically resist expansive soil activity are anticipated at this time and are provided within. Additional evaluation of on-site and any imported soils for their expansion potential would be conducted following completion of the grading operation.

Project Site 2 and 3 – Local Geologic Setting

According to the geotechnical investigation performed by LOR, the site is located within the United States Geological Survey (USGS) Romoland 7.5-minute quadrangle topographic map. This region lies along the north-central portion of the Perris block of the northern Peninsular Ranges geologic province of southern California. While the Perris block is considered to be a relatively stable structural block, it is bounded by active faults. These include the Elsinore fault zone on the west, the San Jacinto fault zone on the east, and the Cucamonga fault zone on the north. The Perris block is underlain by rocks of the Peninsular Ranges batholith, a very large mass of crystalline igneous rocks of Cretaceous age and with no known floor, and by pre-batholithic metasedimentary and metavolcanic rocks of older ages.

The Perris block has a series of erosional surfaces, marked by low topographic relief and capped with unconsolidated alluvial sediments stripped from the surrounding highlands. This area was mapped by the California Division of Mines and Geology as being underlain by deposits of old alluvial fan deposits.

The interior of the Perris Plain is considered to be relatively stable with few known active faults. However, this plain is bounded by active faults. These include the Elsinore fault zone on the west, the San Jacinto fault zone on the northeast, the San Andreas fault zone on the north, and the Agua-Tibia fault zone on the south. As the Project Site 2 and Project Site 3 are located near the western margin of the Perris Plain, the Elsinore fault is the closest known active fault in relation to the Project Site 2 and Project Site 3. At its

closest approach, the Elsinore fault is located approximately 8.1 miles southwest from Project Site 2 and approximately 9.1 miles southwest from the Project Site 3.

Project Site 2

Site Surface Conditions

Project Site 2 is generally bounded by single-family residences, Aaron Alan Drive, and Corsica Lane to the south, Ethanac Road to the north, single family residences, the City of Perris and Goetz Road to the west, and Wheat Street and vacant land to the east.

Project Site 2 is comprised of one parcel [APN: 330-180-012] and is a total of 4.72 gross-acres in size. Existing conditions consist of a residence and three outbuildings within the center and the remainder vacant land. A water well is present near the residence. Details regarding the depth of the well and the depth to water are not known. Several large trees are present near the structures and along the western site boundary. The property is situated along the west side of Wheat Street, an unimproved roadway. Large lot residential properties lie south and east of the site. North and east of the site, the properties are vacant.

Based on elevations obtained from Google Earth Pro, and visual observations made at the time of the subsurface investigation, the overall Project Site 2 topography is planar with a gentle fall to the north-northwest and with an approximate elevation ranging from 1,440 feet amsl to 1,402 feet amsl.

Project Site 2 – Geotechnical Conditions

A geotechnical investigation was performed by LOR in order to gather information about the properties of the soil and rock makeup of Project Site 2. The subsurface field exploration program was conducted on January 20, 2022. The work consisted of advancing a total of 5 exploratory borings (identified as Boring Nos. B-1 through B-5) using a truck-mounted drill rig equipped with 8-inch diameter hollow stem augers. The borings were drilled to maximum depths of 16.5 to 41 feet below the existing ground surface. Relatively undisturbed and bulk samples were obtained at a maximum depth interval of 5 feet and returned to the geotechnical laboratory in sealed containers for further testing and evaluation. For more detailed information of the boring locations and logs, see **Appendix F2** of this EIR. Site reconnaissance, subsurface exploration, field testing, and engineering analysis were also conducted to determine the infiltration rates of the on-site soils. These studies provided information regarding baseline geologic conditions of Project Site 2.

Fill/Topsoil

During the geotechnical investigation, fill/topsoil materials were encountered within exploratory borings to depths of approximately 1 foot. The fill/topsoil materials are believed to be associated with current and past weed abatement (discing) practices at the site. As encountered, the fill/topsoil materials were comprised of silty sand which were predominantly brown to red-brown, dry, and in a loose state. Locally, deeper fills are anticipated to be present and primarily associated with the existing improvements.

Older Alluvium

Older alluvial materials were encountered underlying the fill/topsoil materials within Boring Nos. B-1 through B-5. The older alluvial soils encountered were a maximum of approximately 9 feet in thickness and rest upon bedrock materials. These units were noted to mainly consist of sandy silt, silty sand, and minor units of lean clay with sand. The older alluvial materials were in a relatively medium /medium dense to very stiff/very dense state. Consolidation testing of a relatively low density, low blow count sample indicates normal consolidation characteristics. Expansion index testing indicates that these materials will have a very low to nearly low expansion potential when used as compacted fill.

Bedrock

Igneous bedrock materials were encountered within Boring Nos. B-1 through B-5 at depths of approximately 6.5 to 10 feet. The igneous bedrock was typically coarse grained, highly to moderately weathered upon first encounter becoming less weathered with depth, dry to damp, and in a hard to very hard state.

Groundwater

Groundwater was not encountered within any of the exploratory borings as advanced to a maximum depth of approximately 41 feet below the existing ground surface nor was any groundwater seepage observed during site reconnaissance.

In order to estimate the approximate depth to groundwater in the site area, a search was conducted for local groundwater (well) level measurements within the Cooperative Well Measuring Program, Spring 2021. This database contains depth to groundwater measurements dating back to 1993. LOR also conducted a search of the water well database information provided in the California Department of Water Resources (CDWR) Water Library Data website.

The only database with nearby well records was the CDWR database. One well, State Well No. 05S03W17A001S, located approximately 1 kilometer (0.62 miles) to the northeast was identified. Data for this well was limited to one reading in 1995. A measuring point elevation of 1,424± feet above mean sea level was reported. The depth provided was 22 feet (elevation of 1,402± feet above mean sea level).

The lowest elevation of the site is 1,440 feet amsl. Based on the information above, groundwater in the region appears to be at depths on the order of 40 feet below the ground surface. Groundwater may seep into the bedrock beneath the site region along fractures and joints within the bedrock, the presence of hard bedrock beneath the site generally precludes the development of groundwater conditions or a groundwater table in these areas. Any groundwater that might be encountered during site development would likely be the result of infiltration of surface waters/irrigation waters traveling downward into the bedrock along these joints and fractures.

Mass Movement

Project Site 2 lies on a relatively flat surface. The occurrence of mass movement failures such as landslides, rockfalls, or debris flows within such areas is generally not considered common, and no evidence of mass movement was observed on the site.

Faulting

No active or potentially active faults are known to exist at Project Site 2. In addition, Project Site 2 does not lie within a current State of California Earthquake Fault Zone nor does the site lie within a County of Riverside fault zone. No evidence of faulting projecting into or crossing the site was noted during LOR's aerial photograph and geologic maps review.

As previously mentioned, the closest known active earthquake fault with a documented location is the Elsinore fault located approximately 13.0 kilometers (8.1 miles) to the southwest. In addition, other relatively close active faults include the San Jacinto fault located approximately 18.7 kilometers (11.6 miles) to the northeast, and the San Andreas fault located approximately 40.6 kilometers (25.2 miles) to the northeast.

The Elsinore fault zone is one of the largest in southern California. At its northern end it splays into two segments and at its southern end it is cut by the Yuba Wells fault. The primary sense of slip along the Elsinore fault is right lateral strike-slip. It is believed that the Elsinore fault zone is capable of producing an earthquake magnitude on the order of 6.5 to 7.5.

The San Jacinto fault zone is a sub-parallel branch of the San Andreas fault zone, extending from the northwestern San Bernardino area, southward into the El Centro region. This fault has been active in recent times with several large magnitude events. It is believed that the San Jacinto fault is capable of producing an earthquake magnitude on the order of 6.5 or larger.

The San Andreas fault is considered to be the major tectonic feature of California, separating the Pacific Plate and the North American Plate. While estimates vary, the San Andreas fault is generally thought to have an average slip rate on the order of 24mm/year and capable of generating large magnitude events of up to 7.5 on the Richter Scale.

Current standards of practice included a discussion of all potential earthquake sources within a 100-kilometer (62 mile) radius. However, while there are other large earthquake faults within a 100 kilometer (62-mile) radius of the site, none of these are considered as relevant to the site as the faults described above, due to their closer distance and larger anticipated magnitudes.

Historical Seismicity

LOR conducted a search for seismic events at and around the area within various radii, in order to obtain a general perspective of the historical seismicity of Project Site 2 and surrounding region. The search revealed that the Elsinore fault zone to the southwest and the San Jacinto fault zone to the northeast appears to be the source of numerous past events. The historical seismicity of the site entails numerous small to medium magnitude earthquake events occurring in the region around Project Site 2. Any future developments at Project Site 2 should anticipate that moderate to large seismic events could occur very near the site.

Geologic Hazards

Seismicity

Seismic ground rupture is generally considered most likely to occur along pre-existing active faults. Since no known faults are known to exist at, or within the site, the probability of ground surface rupture occurring at the site is considered nil.

Due to the Project Site 2's close proximity to the faults described above, it is reasonable to expect a relatively strong ground motion seismic event to occur during the lifetime of the proposed development on the site. Large earthquakes could occur on other faults in the general area, but because of their lesser anticipated magnitude and/or greater distance, they are considered less significant than the faults described above from a ground motion standpoint.

The effects of ground shaking anticipated at the Project Site 2 shall be mitigated by the seismic design requirements and procedures outlined in Chapter 16 of the California Building Code. However, it should be noted that the current building code requires the minimum design to allow a structure to remain standing after a seismic event, in order to allow for safe evacuation. A structure built to code may still sustain damage which might ultimately result in the demolishing of the structure.

No secondary seismic hazards are anticipated to impact the proposed development.

Secondary Seismic Hazards

Secondary seismic hazards generally associated with severe ground shaking during an earthquake include liquefaction, seismic-induced settlement, seiches and tsunamis, earthquake induced flooding, landslides, and rockfalls.

Liquefaction

The site lies within an area mapped by the County of Riverside as having a very low potential for liquefaction. The potential for liquefaction generally occurs during strong ground shaking within granular loose sediments where the groundwater is usually less than 50 feet below the ground surface. As found during this investigation, the site is underlain by relatively shallow igneous bedrock in the upper 50 feet, therefore, the possibility of liquefaction at the site is considered nil.

Seismically Induced Settlement

Settlement generally occurs within areas of loose, granular soils with relatively low density. Since the site is underlain by relatively dense/stiff older alluvial materials and hard igneous bedrock, the potential for settlement is considered very low. In addition, the recommended earthwork operations to be conducted during the development of the site should mitigate any near surface loose soil conditions.

Seiches/Tsunamis

The potential for the site to be affected by a seiche or tsunami (earthquake generated wave) is considered nil due to absence of any large bodies of water near the site.

Flooding (Water Storage Facility Failure)

There are no large water storage facilities located on or near the site which could possibly rupture during an earthquake and affect the site by flooding.

Seismically Induced Landslides

Due to the low relief of the site and surrounding region, the potential for landslides to occur at the site is considered nil.

Rockfalls

No large, exposed, loose or unrooted boulders are present above the site that could affect the integrity of the site.

Expansive Soils

Expansive soils are characterized as soils with significant amount of clay particles that can shrink or swell resulting in instability for overlying structures. The expansion index testing of a representative sample of the on-site soils indicates a very low to near low expansion potential. For low expansive soils, specialized foundation design and construction procedures to resist expansive soil activity are necessary. Careful evaluation of on-site soils and any import fill for their expansion potential should be conducted during the grading operation.

Project Site 3

Site Surface Conditions

Project Site 3 is generally bounded by vacant land and Mclaughlin Road to the south, Ethanac Road and the City of Perris to the north, vacant land, Barnett Road and Interstate (I) 215 to the east, and Evans Road and Sergio Gonzalez Horse Training to the west.

Project Site 3 is comprised of one parcel [APN: 330-060-018] and is a total of 7.52 acres in size. Existing conditions consist of vacant land partially used for farming within the southern one-sixth in conjunction with the adjacent property to the south. Some manure was present spread out over the northern five-sixths of the Project Site 3. Ethanac Road, a fully improved roadway, lies north of the site with vacant land beyond. Evans Road, a dirt roadway lies west of the site with a horse ranch beyond. An unlined earthen channel bounds the site on the east followed by vacant land. Vacant farmland lies south of the site.

Based on elevations obtained from Google Earth Pro, and visual observations made at the time of the subsurface investigation, the overall Project Site 3 topography is planar with a gentle fall to the west-northwest and with an approximate elevation range of 1,425 feet amsl to 1,418 feet amsl.

Project Site 3 – Geotechnical Conditions

A geotechnical investigation was performed by LOR in order to gather information about the properties of the soil and rock makeup of Project Site 3. The subsurface field exploration program was conducted on April 21, 2022. The work consisted of advancing a total of 6 exploratory borings and 2 percolation test

holes using a truck-mounted drill rig equipped with 8-inch diameter hollow stem augers. The borings were drilled to maximum depths of 11.5 to 51.5 feet below the existing ground surface. Relatively undisturbed and bulk samples were obtained at a maximum depth interval of 5 feet and returned to the geotechnical laboratory in sealed containers for further testing and evaluation. For more detailed information of the boring locations and logs, see **Appendix F3** of this EIR. Site reconnaissance, subsurface exploration, field testing, and engineering analysis were also conducted to determine the infiltration rates of the on-site soils. These studies provided information regarding baseline geologic conditions of the Project Site 3.

Fill/Topsoil

During the geotechnical investigation, fill/topsoil materials were encountered within our exploratory borings to depths of approximately 2 feet. The fill/topsoil materials are believed to be associated with current and past agricultural practices (discing) at the site. As encountered, the fill/topsoil materials were comprised of silty sand which were predominantly brown, dry, and in a loose state. Some manure was noted at the surface.

Older Alluvium

Older alluvial materials were encountered underlying the fill materials described above within all of our exploratory borings. The older alluvial soils were encountered to the maximum depth explored of approximately 51.5 feet. These units were noted to mainly consist of clayey sand, sandy silt, silty sand, lean clay with sand and minor units of poorly graded sand and well graded sand. The older alluvial materials were in a relatively dense/hard to very dense/very hard state. Swell testing indicates that the fine grained, lean clay with sand materials will have a very low expansion potential in their natural state.

Groundwater

Groundwater was not encountered within any of the exploratory borings as advanced to a maximum depth of approximately 51.5 feet below the existing ground surface nor was any groundwater seepage observed during our site reconnaissance.

In order to estimate the approximate depth to groundwater in the Project Site 3 area, a search was conducted for local groundwater (well) level measurements within the Cooperative Well Measuring Program, Spring 2021. The closest well is an Eastern Municipal Water District (EMWD) well, State Well No.05S03W16K001S (Well "EMWD14429"), located approximately 0.4 mile to the south-southwest of the subject property. Groundwater level data for this well was limited to one reading in October 2021. A measuring point elevation of 1,425± feet above mean sea level was reported. The depth to groundwater from the measuring point was approximately 62 feet. Two other wells are located within approximately 0.6 mile of the Project Site 3. One of these wells, State Well No. 05S03W17A001S, located west-southwest of the Project Site 3, has groundwater level data limited to one reading in 1995. A measuring point elevation of 1,424± feet above mean sea level was reported. The depth to groundwater provided was 22 feet. The second of these wells, Well "EMWD12765," located south-southwest of the Project Site 3, has groundwater level data ranging from October 2011 to October 2012. A measuring point elevation of 1,428± feet above mean sea level was reported. The depth to groundwater from the measuring point has ranged from approximately 66 to 70 feet. The lowest elevation of the site is 1,418 feet above mean sea

level. Based on the information above, groundwater in the region appears to be at depths on the order of 50 to 60 feet below the ground surface.

Mass Movement

The Project Site 3 lies on a relatively flat surface. The occurrence of mass movement failures such as landslides, rockfalls, or debris flows within such areas is generally not considered common, and no evidence of mass movement was observed on the site.

Faulting

No active or potentially active faults are known to exist at the Project Site 3. In addition, the Project Site 3 does not lie within a current State of California Earthquake Fault Zone nor does the site lie within a County of Riverside fault zone. No evidence of faulting projecting into or crossing the site was noted during the aerial photograph review or our review of published geologic maps.

As previously mentioned, the closest known active earthquake fault with a documented location is the Elsinore fault located approximately 14.6 kilometers (9.1 miles) to the southwest. In addition, other relatively close active faults include the San Jacinto fault located approximately 16.5 kilometers (10.2 miles) to the northeast, and the San Andreas fault located approximately 39.5 kilometers (25.5 miles) to the northeast.

The Elsinore fault zone is one of the largest in southern California. At its northern end it splays into two segments and at its southern end it is cut by the Yuba Wells fault. The primary sense of slip along the Elsinore fault is right lateral strike-slip. It is believed that the Elsinore fault zone is capable of producing an earthquake magnitude on the order of 6.5 to 7.5.

The San Jacinto fault zone is a sub-parallel branch of the San Andreas fault zone, extending from the northwestern San Bernardino area, southward into the El Centro region. This fault has been active in recent times with several large magnitude events. It is believed that the San Jacinto fault is capable of producing an earthquake magnitude on the order of 6.5 or larger.

The San Andreas fault is considered to be the major tectonic feature of California, separating the Pacific Plate and the North American Plate. While estimates vary, the San Andreas fault is generally thought to have an average slip rate on the order of 24mm/year and capable of generating large magnitude events on the order of 7.5.

Current standards of practice included a discussion of all potential earthquake sources within a 100-kilometer (62 mile) radius. However, while there are other large earthquake faults within a 100-kilometer (62-mile) radius of the Project Site 3, none of these are considered as relevant to the site as the faults described above, due to their closer distance and larger anticipated magnitudes.

Historical Seismicity

LOR conducted a search for seismic events at and around the area within various radii, in order to obtain a general perspective of the historical seismicity of Project Site 3 and surrounding region. The search

revealed that the Elsinore fault zone to the southwest and the San Jacinto fault zone to the northeast appears to be the source of numerous past events. The historical seismicity of the Project Site 3 entails numerous small to medium magnitude earthquake events occurring in the region around the site. Any future developments at the Project Site 3 shall anticipate that moderate to large seismic events could occur very near the site.

Geologic Hazards

Seismicity

Seismic ground rupture is generally considered most likely to occur along pre-existing active faults. Since no known faults are known to exist at, or project into the site, the probability of ground surface rupture occurring at the site is considered nil.

Due to the Project Site 3's close proximity to the faults described above, it is reasonable to expect a relatively strong ground motion seismic event to occur during the lifetime of the proposed development on the site. Large earthquakes could occur on other faults in the general area, but because of their lesser anticipated magnitude and/or greater distance, they are considered less significant than the faults described above from a ground motion standpoint.

The effects of ground shaking anticipated at the Project Site 3 shall be mitigated by the seismic design requirements and procedures outlined in Chapter 16 of the California Building Code. However, it should be noted that the current building code requires the minimum design to allow a structure to remain standing after a seismic event in order to allow for safe evacuation. A structure built to code may still sustain damage which might ultimately result in the demolishing of the structure.

No secondary seismic hazards are anticipated to impact the proposed development.

Secondary Seismic Hazards

Other secondary seismic hazards generally associated with severe ground shaking during an earthquake include liquefaction, seismic-induced settlement, seiches and tsunamis, earthquake induced flooding, landslides, and rockfalls.

Liquefaction

The Project Site 3 lies within an area mapped by the County of Riverside as having a low potential for liquefaction. The potential for liquefaction generally occurs during strong ground shaking within granular loose sediments where the groundwater is usually less than 50 feet below the ground surface. As found during the geotechnical investigation, the Project Site 3 is underlain by dense/hard to very dense /very hard older alluvial soils in the upper 50 feet, therefore, the possibility of liquefaction at the site is considered nil.

Seismically Induced Settlement

Settlement generally occurs within areas of loose, granular soils with relatively low density. Since the Project Site 3 is underlain by relatively dense/stiff older alluvial materials and hard igneous bedrock, the

potential for settlement is considered very low. In addition, the recommended earthwork operations to be conducted during the development of the site should mitigate any near surface loose soil conditions.

Seiches/Tsunamis

The potential for the Project Site 3 to be affected by a seiche or tsunami (earthquake generated wave) is considered nil due to absence of any large bodies of water near the site.

Flooding (Water Storage Facility Failure)

There are no large water storage facilities located on or near the site which could possibly rupture during an earthquake and affect the site by flooding.

Seismically Induced Landslides

Due to the low relief of the Project Site 3 and surrounding region, the potential for landslides to occur at the site is considered nil.

Rockfalls

No large, exposed, loose, or unrooted boulders are present above the Project Site 3 that could affect the integrity of the site.

Expansive Soils

Expansive soils are characterized as soils with significant amount of clay particles that can shrink or swell resulting in instability for overlying structures. The expansion index testing of a representative sample of the on-site soils indicates a very low expansion potential. For very low expansive soils, specialized foundation design and construction procedures to resist expansive soil activity are not considered necessary. Careful evaluation of on-site soils and any import fill for their expansion potential should be conducted during the grading operation.

Paleontological Resources

Existing federal, state, and local regulations address the provision of studies to identify paleontological resources; application review for projects that would potentially involve land disturbance; provide a project-level standard condition of approval that addresses unanticipated paleontological discoveries; and requirements to develop specific mitigation measures if resources are encountered during any development activity. Protection of paleontological resources is also afforded by CEQA for individual projects subject to discretionary actions that are implemented in accordance with the preferred Land Use Plan.² The potential to uncover undiscovered paleontological resources in Menifee is high. According to the City of Menifee paleontological Resource Sensitivity Map, the Project is located in a high sensitivity area regarding paleontological resources. A paleontological overview was completed for the Project and provided in **Appendix D**. Results are summarized below.

² City of Menifee. General Plan Final Environmental Impact Report (FEIR). Retrieved from: [Resolution-No-13-347-Certifying-FEIR-for-General-Plan-Adoption \(cityofmenifee.us\)](#) (accessed October 2023).

Project Sites 1, 2, and 3

According to the Paleontological overview for Project Sites 1 through 3, the geologic units underlying the project area are mapped primarily as very old alluvial fan deposits from the Pleistocene epoch. Pleistocene alluvial units are considered to be highly paleontologically sensitive. Any fossil specimens recovered from the Project would be scientifically significant. Excavation activity associated with the development of the Project area would impact the paleontologically sensitive Pleistocene units, and it is the recommendation of the Western Science Center that a paleontological resource mitigation program be put in place to monitor, salvage, and curate any recovered fossils from the Project area.

4.6.3 Regulatory Setting

Federal

Earthquake Hazards Reduction Act

The Earthquake Hazards Reduction Act was enacted in 1997 to “reduce the risks to life and property from future earthquakes in the United States through the establishment and maintenance of an effective earthquake hazards and reduction program.” To accomplish this, the act established the National Earthquake Hazard Reduction Program (NEHRP), which refined the description of agency responsibilities, program goals, and objectives. NEHRP’s mission includes improved understanding, characterization, and prediction of hazards and vulnerabilities; improvement of building codes and land use practices; risk reduction through post-earthquake investigations and education; development and improvement of design and construction techniques; improvement of mitigation capacity; and accelerated application of research results. NEHRP designates the Federal Emergency Management Agency as the lead agency of the program and assigns it several planning, coordinating, and reporting responsibilities. Programs under NEHRP help inform and guide planning and building code requirements such as emergency evacuation responsibilities and seismic code standards.

State

Alquist-Priolo Earthquake Fault Zoning Act

The California Alquist-Priolo Earthquake Fault Zoning Act was signed into state law in 1972, and amended, with its primary purpose being to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy across the trace of an active fault. This act (or state law) was a direct result of the 1971 San Fernando Earthquake, which was associated with extensive surface fault ruptures that damaged numerous homes, commercial buildings, and other structures. The act requires the State Geologist to delineate regulatory zones known as “earthquake fault zones” along faults that are “sufficiently active” and “well defined” and to issue and distribute appropriate maps to all affected cities, counties, and state agencies for their use in planning and controlling new or renewed construction. Pursuant to this act and as stipulated in § 3603(a) of the California Code of Regulations (CCR), structures for human occupancy are not permitted to be placed across the trace of an active fault. The act also prohibits structures for human occupancy within 50 feet of the trace of an active fault, unless proven by an appropriate geotechnical investigation and report that the development site is not underlain by active branches of the active fault, as stipulated in § 3603(a) of the CCR. Furthermore, the act requires that cities

and counties withhold development permits for sites within an earthquake fault zone until geologic investigations demonstrate that the sites are not threatened by surface displacement from future faulting, as stipulated in § 3603(d) of the CCR.

Seismic Hazard Mapping Act

The Seismic Hazard Mapping Act was adopted by the state in 1990 for the purpose of protecting the public from the effects of non-surface fault rupture earthquake hazards, including strong ground shaking, liquefaction, seismically induced landslides, or other ground failure caused by earthquakes. The goal of the act is to minimize loss of life and property by identifying and mitigating seismic hazards. The California Geological Survey prepares and provides local governments with seismic hazard zones maps that identify areas susceptible to amplified shaking, liquefaction, earthquake-induced landslides, and other ground failures.

California Building Code

Current law states that every local agency enforcing building regulations, such as cities and counties, must adopt the provisions of the California Building Code (CBC) within 180 days of its publication. The publication date of the CBC is established by the California Building Standards Commission, and the code is under Title 24, Part 2, of the CCR. The CBC provides minimum standards to protect property and public safety by regulating the design and construction of excavations, foundations, building frames, retaining walls, and other building elements to mitigate the effects of seismic shaking and adverse soil conditions. The CBC contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock on-site, and the strength of ground shaking with a specified probability at a site. The 2019 CBC took effect on January 1, 2020. Requirements for geotechnical investigations are included in CBC Appendix J, Grading, § J104; additional requirements for subdivisions requiring tentative and final maps and for other specified types of structures are in California Health and Safety Code (HSC) § 17953 to § 17955 and in CBC § 1802. Testing of samples from subsurface investigations is required, such as from borings or test pits. Studies must be done as needed to evaluate slope stability, soil strength, position and adequacy of load-bearing soils, the effect of moisture variation on load-bearing capacity, compressibility, liquefaction, differential settlement, and expansiveness. CBC § J105 sets forth requirements for inspection and observation during and after grading.

Storm Water Pollution Prevention Plans

Pursuant to the Clean Water Act (CWA), in 2012, the State Water Resources Control Board (SWRCB) issued a statewide general National Pollutant Discharge Elimination System (NPDES) Permit for stormwater discharges from construction sites (NPDES No. CAS000002). Under this Statewide General Construction Activity permit, discharges of stormwater from construction sites with a disturbed area of one or more acres are required to either obtain individual NPDES permits for stormwater discharges or be covered by the General Permit. Coverage by the General Permit is accomplished by completing and filing a Notice of Intent with the SWRCB and developing and implementing a Storm Water Pollution Prevention Plan (SWPPP). Each applicant under the General Construction Activity Permit must ensure that a SWPPP is prepared prior to grading and is implemented during construction. The SWPPP must list best management practices (BMPs) implemented on the construction site to protect stormwater runoff and must contain a

visual monitoring program; a chemical monitoring program for “non-visible” pollutants to be implemented if there is a failure of BMPs; and a monitoring plan if the site discharges directly to a water body listed on the state’s 303(d) list of impaired waters.

California Public Resources Code

The State of California Public Resources Code (PRC), Chapter 1.7, § 5097.5 and § 30244, includes additional state level requirements for the assessment and management of paleontological resources. These statutes require reasonable mitigation of adverse impacts to paleontological resources resulting from development on state lands, define the removal of paleontological “sites” or “features” from state lands as a misdemeanor, and prohibit the removal of any paleontological “site” or “feature” from state land without permission of the jurisdictional agency. These protections apply only to State of California land.

Local

City of Menifee General Plan

Safety Element

According to the City’s Safety Element, it provides a strategy for city staff, residents, developers, and business owners to effectively address natural and man-made hazards in Menifee, including seismic and geological issues; flood hazards; fire hazards; hazardous materials; wind hazards; and disaster preparedness, response, and recovery.³

Goals and policies from the Safety Element applicable to the Project include:

- Goal S-1** **A community that is minimally impacted by seismic shaking and earthquake-induced or other geologic hazards.**
- Policy S-1.1** Require all new habitable buildings and structures to be designed and built to be seismically resistant in accordance with the most recent California Building Code adopted by the city.
- Goal S-2** **A community that has used engineering solutions to reduce or eliminate the potential for injury, loss of life, property damage, and economic and social disruption caused by geologic hazards such as slope instability; compressible, collapsible, expansive or corrosive soils; and subsidence due to groundwater withdrawal.**
- Policy S-2.1** Require all new developments to mitigate the geologic hazards that have the potential to impact habitable structures and other improvements.
- Policy S-2.2** Monitor the losses caused by geologic hazards to existing development and require studies to specifically address these issues, including the implementation of measures designed to mitigate these hazards, in all future developments in these areas.

³ City of Menifee. (2013). *Menifee General Plan Safety Element*. Available at: <https://cityofmenifee.us/893/Safety-Element> (accessed October 2023).

- Policy S-2.3:** Minimize grading and modifications to the natural topography to prevent the potential for man-induced slope failures.
- Goal OCS-5:** **Archaeological, historical, and cultural resources are protected and integrated into the City's built environment.**
- Policy OCS-5.1:** Preserve and protect archaeological and historic resources and cultural sites, places, districts, structures, landforms, objects, and native burial sites, traditional cultural landscapes and other features, consistent with state law and any laws, regulations or policies which may be adopted by the city to implement this goal and associated policies.
- Policy OCS-5.3:** Preserve sacred sites identified in consultation with the appropriate Native American tribes whose ancestral territories are within the city, such as Native American burial locations, by avoiding activities that would negatively impact the sites, while maintaining the confidentiality of the location and nature of the sacred site.
- Policy OCS-5.4:** Establish clear and responsible policies and best practices to identify, evaluate, and protect previously unknown archaeological, historic, and cultural resources, following applicable CEQA and NEPA procedures and in consultation with the appropriate Native American tribes who have ancestral lands within the city.

4.6.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G has been utilized as significance criteria in this section. Accordingly, the development of the Project would have a significant environmental impact if one or more of the following occurs:

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - 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.
 - Strong seismic ground shaking?
 - Seismic-related ground failure, including liquefaction?
 - Landslides?
- Result in substantial soil erosion or loss of topsoil?
- 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?
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

- Have soils incapable of adequately supporting the use of septic tanks or alternative waste disposal systems where sewers are not available for the disposal of wastewater?
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Methodology and Assumptions

The Project is evaluated against the aforementioned significance criteria/thresholds, as the basis for determining the impact's level of significance concerning geology and soils. This analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce a potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the Project's potentially significant environmental impacts.

Approach to Analysis

This analysis of impacts on geology and soils examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. Each criterion is discussed in the context of Project Sites 1, 2, and 3 and the surrounding characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on review of available documentation related to geologic conditions, review of Project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that a Project component would or would not result in "substantial" adverse effects on geology and soils considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components.

4.6.5 Impacts and Mitigation Measures

Impact 4.6-1 *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

- 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.*

Level of Significance: Less than Significant Impact

Construction and Operations

Project Sites 1, 2, and 3

According to the geotechnical investigation prepared for Project Sites 1 through 3, the Project Sites are not within an Alquist-Priolo fault zone and there was no evidence of faulting identified during the investigation. Numerous faults capable of producing significant ground shaking are located near the Project Sites 1 through 3, however LOR did not identify any evidence of faulting during the geotechnical

investigations and concluded that the possibility of significant fault rupture on the Project Sites 1 through 3 is considered to be low.

Strong ground shaking may occur in Menifee due to earthquakes on a number of active faults in the region, including the San Andreas, San Jacinto, and Elsinore faults. Review of historical seismicity of the Project Sites entailed numerous small to medium magnitude earthquake events occurring in the region. Therefore, the proposed warehouse buildings would be designed in compliance with seismic safety provisions of the CBC to resist structural collapse and thereby provide reasonable protection from serious injury, catastrophic property damage and loss of life. Therefore, impacts would be less than significant, and no mitigation is required.

Mitigation Measures

No mitigation is necessary.

Impact 4.6-2 ***Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:***

ii) Strong seismic ground shaking?

Level of Significance: Less Than Significant Impact

Construction and Operations

Project Sites 1, 2, and 3

See Impact 4.6-1, above. Southern California is considered a seismically active region and regional vicinity of the areas being evaluated contains a number of known earthquake faults. Since the Project Sites would experience small to medium earthquake events, the proposed warehouses would be designed in accordance with the requirements of the latest edition of the CBC Seismic Design Parameters. Structures for human occupancy must be designed to meet or exceed the latest CBC standards for earthquake resistance. All grading and fill placement activities would be completed in accordance with the CBC requirements and the City grading code. Following these requirements, the proposed structure would be designed to resist structural collapse and thereby provide reasonable protection from serious injury, catastrophic property damage and loss of life and impacts would be less than significant, and no mitigation is required.

Mitigation Measures

No mitigation is necessary.

Impact 4.6-3 ***Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:***

iii) Seismic-related ground failure, including liquefaction?

Level of Significance: Less than Significant Impact

Construction and Operations

Project Site 1, 2, and 3

According to **Appendix F1** through **Appendix F3**, the Project Sites lie within an area mapped by the County of Riverside as having a very low to low potential for liquefaction. Soil liquefaction is not likely to occur at the sites primarily because the groundwater level is deep (in excess of 51 feet). As found during the geotechnical investigations; Project Site 1 is underlain by relatively shallow igneous and metamorphic bedrock in the upper 50 feet; Project Site 2 is underlain by relatively shallow igneous bedrock in the upper 50 feet and Project Site 3 is underlain by dense/hard to very dense /very hard older alluvial soils in the upper 50 feet. Therefore, the possibility of liquefaction at the site is considered nonexistent. Impacts in relation to seismic-related ground failure, including liquefaction for the Project Sites would be less than significant.

Mitigation Measures

No mitigation is necessary.

Impact 4.6-4 *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

iv) Landslides?

Level of Significance: Less than Significant Impact

Construction and Operations

Project Sites 1, 2 and 3

The Project Sites topography is planar with a gentle fall northwest. No extreme elevation differences exist in or around the Project Site that would potentially lead to landslide effects. According to the City's Liquefaction and Landslides map,⁴ the Project Sites and the immediate area are not within a zone of generalized landslide susceptibility. The Project is also outside of the hazard zone for rockfall/debris-flow. The relatively flat topography of the Project Site along with its location outside of identified landslide susceptibility and rockfall/debris-flow hazard areas would lead to a less than significant impact from occurring and no mitigation is required.

Mitigation Measures

No mitigation is necessary.

Impact 4.6-5 *Would the project result in substantial soil erosion or the loss of topsoil?*

Level of Significance: Less than Significant Impact with Mitigation Incorporated

⁴ Ibid.

Construction

Project Sites 1, 2 and 3

The construction of the Project would involve general grading and excavation activities (initial site stripping including the removal of any surficial vegetation from the unpaved areas of the Project site) that would affect surface and near-surface soils. With implementation of **MM GEO-1**, grading of the Project Sites would extend at least five feet beyond the building and foundation perimeters. The actual depths of the removals should be determined during the grading operation by observation and/or in-place density testing. Prior to placing fill, the surfaces of all areas to receive fill should be scarified to a minimum depth of 6 inches. The on-site soils should provide adequate quality fill material, provided they are free from oversized and/or organic matter and other deleterious materials. Unless approved by the geotechnical engineer, rock or similar irreducible material with a maximum dimension greater than 6 inches should not be buried or placed in fills. In addition to the excavation and removal of the fill material, the development of the Project would require grading preparation, excavation, trenching and paving activities that could result in soil erosion if exposed to periods of high wind or storm-related events. Dust control measures such as watering would be utilized to control the potential for erosion to occur. Construction contractors would also be required to implement a dust control plan in compliance with South Coast Air Quality Management District Rule 403 to reduce wind erosion (further information about dust control can be found in **Section 4.2: Air Quality** of this Draft EIR). Depending on the final grading plan for the Project, a structural setback may be required to prevent excessive differential settlement induced by new fill loading that would cause structure damage to planned structures. **MM GEO-1** would require the Applicant to comply with the recommendations of a Final Geotechnical Evaluation and the most current CBC adopted by the City as its building code. With implementation of **MM GEO-1** potential project impacts related to potential for substantial soil erosion or the loss of topsoil would be less than significant.

Construction activities such as excavation and grading would be minimal given that the Project Sites are relatively flat. No major grading or excavation would be needed to substantially alter the slope of the sites, create or remove steep slopes, create retaining walls, or make other landform modifications. Nevertheless, grading and earthwork activities during construction would expose soils to potential short-term erosion by wind and water. During construction, the Project Sites would be required to comply with erosion and siltation control measures. This would include measures such as sand-bagging, placement of silt fencing, erosion control blankets, straw wattles, mulching, etc., to reduce runoff from the sites and to hold topsoil in place during all grading activities. As mass grading proceeds, finish grading commence, and construction begins, the erosion measures would be removed or relocated as necessary. Additionally, the construction on the Project Sites would be required to comply with the NPDES; refer to **Section 4.9: Hydrology and Water Quality** for discussion of the anticipated NPDES permitting process. Construction impacts on the Project Sites would be minimized through compliance with the Construction General Permit (CGP). The NPDES permit requires development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) and monitoring plan, which must include erosion-control and sediment-control Best Management Practices (BMPs). The BMPs would be required to meet or exceed measures required by the CGP to control potential construction-related pollutants and would comply with the Menifee Municipal Code (MMC) Title 8, Chapter 8.26 – Grading Regulations. Erosion-control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized.

All required permits and the erosion control plan would be verified by the City prior to initiation of any construction and prior to the issuance of any grading permit. Conformance to these requirements and verification by the City as part of the development approval process would ensure that potential impacts from construction of the warehouses are less than significant.

Per **MM GEO-1**, excavation, filling, and subgrade preparation would be performed in a manner and sequence that would provide drainage at all times and proper control of erosion. Operation of the Project would not involve procedures which would result in substantial soil erosion. Following construction of the Project Sites, the Project Sites would be covered with hardscape which would not contribute to erosion, The Project Sites would also contain landscaping, but these areas would include ground covers to reduce erosion or and loss of on-site soils post-construction. This would ensure that operation of the Project site would not result in the loss of topsoil or sedimentation into local drainage facilities and water bodies; refer to **Section 4.9: Hydrology and Water Quality**. In addition, a network of storm drains and gutters would be installed and maintained as necessary throughout the developed site. therefore, the potential for substantial soil erosion or the loss of topsoil is considered less than significant with mitigation incorporated.

Operations

Project Sites 1, 2 and 3

Per each geotechnical investigation recommendation's, excavation, filling, and subgrade preparation would be performed in a manner and sequence that would always provide drainage and proper control of erosion to reduce impacts of substantial erosion. Operation of the Project Sites would not involve procedures which would result in substantial soil erosion. Following construction of the Projects, the Project Sites would be covered with hardscape which would not contribute to erosion, and it would contain some landscaping, but these areas would include ground covers to reduce erosion or and loss of on-site soils post-construction. This would ensure that operation of the Project Sites would not result in the loss of topsoil or sedimentation into local drainage facilities and water bodies; refer to **Section 4.9: Hydrology and Water Quality**. In addition, a network of storm drains and gutters would be installed and maintained as necessary throughout the developed sites. Therefore, the potential for substantial soil erosion or the loss of topsoil is considered less than significant.

Mitigation Measures

MM GEO-1 Incorporation of and compliance with the recommendations in the Project Geotechnical Investigations (**Appendices F1 through F3**). All grading, construction and operations shall be conducted in conformance with the recommendations included in the Geotechnical Investigations. Specific recommendations in the Geotechnical Investigations address the following and shall be incorporated into the final Project plans and construction-level geotechnical reports. Additional recommendations are located in **Appendices F1 through F3**:

1. **General Site Grading:** No clearing and/or grading operations shall be performed without the presence of a qualified geotechnical engineer. An on-site, pre-job meeting with the developer, the contractor, the jurisdictional agency, and the

geotechnical engineer should occur prior to all grading related operations. Operations undertaken at the site without the geotechnical engineer present may result in exclusions of affected areas from the final compaction report for the project.

Any undocumented fill encountered during grading should be completely removed, cleaned of significant deleterious materials, and may be reused as compacted fill. It is our recommendation that any existing fills under any proposed flatwork and paved areas be removed and replaced with engineered compacted fill. Cavities created by removal of subsurface obstructions should be thoroughly cleaned of loose soil, organic matter and other deleterious materials, shaped to provide access for construction equipment, and backfilled as recommended in the following Engineered Compacted Fill.

2. Initial Site Preparation: The existing fill/topsoil material, as well as any loose older alluvial soils and any loose bedrock, if encountered, should be removed from all proposed structural and/or fill areas. The data developed during this investigation indicates that removals on the order of 2 to 3 feet deep will be required from proposed development areas in order to encounter competent older alluvium or competent bedrock upon which engineered compacted fill can be placed. The given removal depths are preliminary. Deeper fills may be present, primarily in areas of past and current improvements. Removals should expose older alluvial materials with an in-situ relative compaction of at least 85 percent (ASTM D 1557) or relatively unweathered, hard bedrock. The actual depths of the removals should be determined during the grading operation by observation and/or in-place density testing.
3. Preparation of Fill Areas: Prior to placing fill, the surfaces of all areas to receive fill should be scarified to a minimum depth of 6 inches. The scarified materials should be brought to near optimum moisture content and recompacted to a relative compaction of at least 90 percent (ASTM D 1557).
4. Engineered Compacted Fill: The on-site soils should provide adequate quality fill material, provided they are free from oversized and/or organic matter and other deleterious materials. Unless approved by the geotechnical engineer, rock or similar irreducible material with a maximum dimension greater than 6 inches should not be buried or placed in fills.

If required, import fill should be inorganic, non-expansive granular soils free from rocks or lumps greater than 6 inches in maximum dimension. Sources for import fill should be approved by the geotechnical engineer prior to their use. Fill should be spread in maximum 8-inch uniform, loose lifts, each lift brought to near optimum moisture content, and compacted to a relative compaction of at least 90 percent in accordance with ASTM D 1557.

5. Preparation of Foundation Areas: All footings should rest upon at least 24 inches of properly compacted fill material placed over competent older alluvium or bedrock. In areas where the required fill thickness is not accomplished by the recommended removals or by site rough grading, the footing areas should be further sub-excavated to a depth of at least 24 inches below the proposed footing base grade, with the sub-excavation extending at least 5 feet beyond the footing lines. The bottom of all excavations should be scarified to a depth of 12 inches, brought to near optimum moisture content, and recompacted to at least 90 percent relative compaction (ASTM D 1557) prior to the placement of compacted fill. Concrete floor slabs should bear on a minimum of 24 inches of compacted soil. This should be accomplished by the recommendations provided above. The final pad surfaces should be rolled to provide smooth, dense surfaces upon which to place the concrete.
6. Short-Term Excavations: Following the California Occupational and Safety Health Act (CAL-OSHA) requirements, excavations 5 feet deep and greater should be sloped or shored. All excavations and shoring should conform to CAL-OSHA requirements. Short-term excavations of 5 feet deep and greater shall conform to Title 8 of the California Code of Regulations, Construction Safety Orders, Section 1504 and 1539 through 1547. Based upon the findings from our exploratory borings, it appears that Type C soils are the predominant type of soil on the project and all short-term excavations should be based on this type of soil. Short-term excavation construction and maintenance are the responsibility of the contractor and should be a consideration of their methods of operation and the actual soil conditions encountered.
7. Slope Construction: Fill slopes should be overfilled during construction and then cut back to expose fully compacted soil. A suitable alternative would be to compact the slopes during construction, then roll the final slopes to provide dense, erosion-resistant surfaces.
8. Slope Protection: Since the site soil materials are susceptible to erosion by running water, measures should be provided to prevent surface water from flowing over slope faces. Slopes at the project should be planted with a deep-rooted ground cover as soon as possible after completion. The use of succulent ground covers such as ice plant or sedum is not recommended. If watering is necessary to sustain plant growth on slopes, then the watering operation should be monitored to assure proper operation of the irrigation system and to prevent over watering.
9. Soil Expansiveness: The materials encountered during this investigation were tested and found to have a low expansion potential. Therefore, specialized foundation design and construction procedures to specifically resist expansive soil activity are anticipated at this time and are provided within. Additional

evaluation of on-site and any imported soils for their expansion potential should be conducted following completion of the grading operation.

Additional site testing and final design evaluation shall be conducted by the Project geotechnical consultant to refine and enhance these requirements. The Project Applicant/Developer shall require the Project geotechnical consultant to assess whether the requirements in that report need to be modified or refined to address any changes in the Project features that occur prior to the start of grading. If the Project geotechnical consultant identifies modifications or refinements to the requirements, the Project Applicant/Developer shall require appropriate changes to the final Project design and specifications. Design, grading, and construction shall be performed in accordance with the requirements of the City of Menifee Municipal Code and the California Building Code applicable at the time of grading, appropriate local grading regulations, and the requirements of the Project geotechnical consultant as summarized in a final written report, subject to review by the City of Menifee, or designee, prior to commencement of grading activities.

Grading plan review shall also be conducted by the City of Menifee or designee prior to the start of grading to verify that the requirements developed during the geotechnical design evaluation have been appropriately incorporated into the Project plans. Design, grading, and construction shall be conducted in accordance with the specifications of the Project Geotechnical Consultant as summarized in a final report based on the California Building Code applicable at the time of grading and building, and the City of Menifee's Municipal Code. On-site inspection during grading shall be conducted by the Project geotechnical consultant and the City of Menifee City Engineer, or designee, to ensure compliance with geotechnical specifications as incorporated into project plans. Prior to final of grading permits, the Project geotechnical engineer shall submit a Final Testing and Observation Geotechnical Report for Rough Grading to the City of Menifee City Engineer, or designee.

Impact 4.6-6 ***Would the project 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?***

Level of Significance: Less than Significant Impact

Construction and Operations

Project Sites 1, 2 and 3

As discussed under Impact 4.6-3, above, liquefaction and landslides are not considered to be a design concern for the Project, and potential for lateral spreading and subsidence would be low as discussed below. The major cause of ground subsidence is the excessive withdrawal of groundwater. Based on the conditions encountered in the borings and trenches conducted for the geotechnical reports, groundwater was not encountered. Based on the lack of any water within the borings, and the moisture contents of

the recovered soil samples, the static groundwater table is considered to have existed at a depth in excess of 50 feet below existing site grades. Additionally, due to the presence of older alluvium and/or bedrock, a negligible subsidence factor is also anticipated. Therefore, based on anticipated groundwater depths, it is not expected that groundwater would affect excavations for the foundations and utilities. The City adopts the CBC by reference and compliance with the recommendations of the geotechnical report, impacts would be less than significant level.

Mitigation Measures

No mitigation is necessary.

Impact 4.6-7 ***Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?***

Level of Significance: Less than Significant Impact with Mitigation Incorporated

Construction and Operations

Project Sites 1, 2 and 3

Expansive soils are soils that expand and contract depending on their moisture level. This change can occur seasonally as water levels and precipitation changes throughout the year. These soils normally occur within the first five feet below the surface. Expansive soils can lead to structural damage as their compositions and volume changes dramatically.

The near-surface soils encountered during the geotechnical investigation consisted of older alluvium which is dense to very dense silty sand or hard sandy silt or sandy clay and granitic bedrock that is locally overlain by older alluvium. The Geotechnical investigations for Project Site 3 determined that the on-site soils indicate a very low expansion potential. For very low expansive soils, specialized foundation design and construction procedures to resist expansive soil activity are not considered necessary. However, the Geotechnical Investigations for Project Sites 1 and 2 concluded that the on-site soils indicate a low expansion potential in which specialized foundation design and construction procedures to resist expansive soil activity are necessary. Although grading activities would likely involve relatively significant mixing and blending of the site materials and a reduction of the overall expansion potential of the fill soils, sandy silt soils of low expansion index would still remain beneath the fill in most areas. The Project would implement the design recommendations listed in the Geotechnical reports, 2022 CBC design standards, and **MM GEO-1** to reduce impacts from expansive soils.

Mitigation Measures

Refer to **MM GEO-1** in Impact Threshold 4.6-5 above.

Impact 4.6-8 ***Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste disposal systems where sewers are not available for the disposal of wastewater?***

Level of Significance: Less than Significant Impact

Construction and Operations

Project Sites 1, 2 and 3

No septic tanks or other alternative wastewater disposal systems are proposed for the Project Sites. Impacts in this regard for the Project site would not occur. Water and wastewater systems and their development are further discussed in **Section 4.15: Utilities and Service Systems** of this EIR.

Mitigation Measures

No mitigation is necessary.

Impact 4.6-9 *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Level of Significance: Less than Significant Impact with Mitigation Incorporated

Construction and Operations

Project Sites 1, 2 and 3

According to the Paleontological Overviews of the Project Sites, the geologic units underlying the Project Site 1 are mapped primarily as alluvial fan deposits of sand, and gravel from the Pleistocene epoch, without surrounding areas of Cretaceous gabbro. The geologic units underlying Project Site 2 are mapped primarily as alluvial fan deposits of sand and gravel from the Pleistocene epoch. Lastly, the geologic units underlying the project area are mapped primarily as very old alluvial fan deposits from the Pleistocene epoch. Pleistocene alluvial units are considered to be of high paleontological sensitivity. Based on these results, the **MM GEO-2** would be implemented which requires that the Applicant retain a qualified Paleontologist to create and implement a Paleontological Resource Mitigation Program (PRIMP) to mitigate impacts to unknown paleontological resources. With implementation of **MM GEO-2**, impacts would be reduced to less than significant.

Mitigation Measures

MM GEO-2 Prior to issuance of grading permits, the applicant will retain a qualified paleontologist to create and implement a Paleontological Resource Mitigation Program (PRIMP). The project paleontologist would review the grading plan and conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements, to be documented in the PRIMP. The PRIMP would be submitted to the City prior to issuance of a grading permit. Information contained in the PRIMP would minimally include:

1. Description of the project site and proposed grading operations.
2. Description of the level of monitoring required for earth-moving activities.
3. Identification and qualifications of the paleontological monitor to be employed during earth moving.

4. Identification of personnel with authority to temporarily halt or divert grading to allow recovery of large specimens.
5. Direction for fossil discoveries to be reported to the developer and the City.
6. Means and methods to be employed by the paleontological monitor to quickly salvage fossils to minimize construction delays.
7. Sampling methods for sediments that are likely to contain small fossil remains, if any.
8. Procedures and protocol for collecting and processing of samples and specimens, as necessary.
9. Fossil identification and curation procedures.
10. Identification of the repository to receive fossil material.
11. All pertinent maps and exhibits.
12. Procedures for reporting of findings.
13. Acknowledgment of the developer for content of the PRIMP and acceptance of financial responsibility for monitoring, reporting, and curation.

4.6.6 Cumulative Impacts

Southern California is a seismically active region with a range of geologic and soil conditions. These conditions can vary widely within a limited geographical area due to factors, including differences in landforms and proximity to fault zones, among others. Therefore, while geotechnical impacts may be associated with the cumulative development, by the very nature of the impacts (i.e., landslides and expansive and compressible soils), impacts are typically site-specific and there is little, if any, cumulative relationship between the development of Project and development within a larger cumulative area, such as citywide development.

Impacts associated with seismic events and hazards would be considered significant if the effects of an earthquake on a property could not be mitigated by an engineered solution. The significance criteria do not require elimination of the potential for structural damage from seismic hazards. Instead, the criteria require an evaluation of whether the seismic conditions on a site can be overcome through engineering design solutions that would reduce to less than significant the substantial risk of exposing people or structures to loss, injury, or death. As stated throughout this section, the Project's compliance with **MMs GEO-1** and **GEO-2**, applicable state and local design standards and regulations would ensure that impacts related to geology and soils are reduced to less than significant levels. None of the Project characteristics would affect or influence the geotechnical hazards for off-site development and any cumulative development would be required to comply with the same applicable state and local design standards, regulations, goals, and policies. For these reasons, no significant cumulative geotechnical impacts would occur for the Project.

4.6.7 Significant Unavoidable Impacts

No significant unavoidable impacts were identified.

4.6.8 References

City of Menifee. General Plan Final Environmental Impact Report (FEIR). Retrieved from: [Resolution-No-13-347-Certifying-FEIR-for-General-Plan-Adoption \(cityofmenifee.us\)](https://cityofmenifee.us/13-347-Certifying-FEIR-for-General-Plan-Adoption).

City of Menifee. 2013. *Menifee General Plan Safety Element*. Available at: <https://cityofmenifee.us/893/Safety-Element>.

LOR Geotechnical Group, Inc. (LOR), December 2021. *Preliminary Geotechnical and Infiltration Feasibility Investigation Proposed Industrial Development APN 330-180-010, -046, -029, and -006, Menifee, California. (Appendix F1)*.

LOR Geotechnical Group, Inc. (LOR), February 2022. *Preliminary Geotechnical and Infiltration Feasibility Investigation Proposed Industrial Development APN 330-180-012, Menifee, California. (Appendix F2)*.

LOR Geotechnical Group, Inc. (LOR), May 2022. *Preliminary Geotechnical and Infiltration Feasibility Investigation Proposed Industrial Development APN 331-060-018, Menifee, California. (Appendix F3)*.

4.7 GREENHOUSE GAS EMISSIONS

4.7.1 Introduction

This section of the Draft Environmental Impact Report (EIR) discusses potential greenhouse gas (GHG) emission impacts associated with development and implementation of the Compass Northern Gateway (Project). The Project is comprised of three detached sites referred to as “Project Site 1”, “Project Site 2”, and “Project Site 3”, but when not referring to each site separately, these three sites will be referred to hereafter as the “Project” or “Project Sites”. Since the release of the Notice of Preparation (NOP) on January 13, 2023, the Project’s design has changed. More specifically, APN 330-180-029 was removed from Project Site 1, and thus reduced the total proposed buildings from three to two, totaling 234,921 square feet (SF). However, to be conservative, this EIR (where applicable) analyzes the previous square footage of 265,821 SF between three buildings.

A quantified estimate of GHG emissions that would result from the Project, and an analysis of the significance of the impact of these GHGs were analyzed. In the case where impacts were found to be potentially significant, mitigation will be proposed to reduce their significance. The current conditions were observed as the baseline for the analysis along with relevant federal, state, and local air pollutant regulations. This analysis is based primarily on the following technical report located in **Appendix G** to this EIR:

- Kimley-Horn and Associates, Inc. (2024). *Greenhouse Gas Emissions Assessment* (**Appendix G**)

4.7.2 Environmental Setting

Project Sites 1, 2, and 3

Certain gases in the earth’s atmosphere classified as GHGs, play a critical role in determining the earth’s surface temperature. Solar radiation enters the earth’s atmosphere from space. A portion of the radiation is absorbed by the earth’s surface and a smaller portion of this radiation is reflected back toward space. This absorbed radiation is then emitted from the earth as low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. Because the earth has a much lower temperature than the sun, it emits lower-frequency radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead “trapped,” resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth.

The primary GHGs contributing to the greenhouse effect are carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). Fluorinated gases also make up a small fraction of the GHGs that contribute to climate change. Examples of fluorinated gases include chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆), and nitrogen trifluoride (NF₃); however, it is noted that these gases are not associated with typical land use development. Human-caused emissions of GHGs exceeding natural ambient concentrations are believed to be responsible for intensifying the greenhouse

effect and leading to a trend of unnatural warming of the Earth’s climate, known as global climate change or global warming.

GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants (TACs), which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of a GHG molecule is dependent on multiple variables and cannot be pinpointed, more CO₂ is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, or other forms of carbon sequestration. Of the total annual human-caused CO₂ emissions, approximately 55 percent is sequestered through ocean and land uptakes every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO₂ emissions remains stored in the atmosphere.¹ **Table 4.7-1: Description of Greenhouse Gases** describes the primary GHGs attributed to global climate change, including their physical properties.

Table 4.7-1: Description of Greenhouse Gases

Greenhouse Gas	Description
Carbon Dioxide (CO ₂)	CO ₂ is a colorless, odorless gas that is emitted naturally and through human activities. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources are from burning coal, oil, natural gas, and wood. The largest source of CO ₂ emissions globally is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, and industrial facilities. The atmospheric lifetime of CO ₂ is variable because it is readily exchanged in the atmosphere. CO ₂ is the most widely emitted GHG and is the reference gas (Global Warming Potential of 1) for determining Global Warming Potentials for other GHGs.
Nitrous Oxide (N ₂ O)	N ₂ O is largely attributable to agricultural practices and soil management. Primary human-related sources of N ₂ O include agricultural soil management, sewage treatment, combustion of fossil fuels, and adipic and nitric acid production. N ₂ O is produced from biological sources in soil and water, particularly microbial action in wet tropical forests. The atmospheric lifetime of N ₂ O is approximately 120 years. The Global Warming Potential of N ₂ O is 298.
Methane (CH ₄)	CH ₄ , a highly potent GHG, primarily results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices and landfills. Methane is the major component of natural gas, about 87 percent by volume. Human-related sources include fossil fuel production, animal husbandry, rice cultivation, biomass burning, and waste management. Natural sources of CH ₄ include wetlands, gas hydrates, termites, oceans, freshwater bodies, non-wetland soils, and wildfires. The atmospheric lifetime of CH ₄ is about 12 years and the Global Warming Potential is 25.
Hydrofluorocarbons (HFCs)	HFCs are typically used as refrigerants for both stationary refrigeration and mobile air conditioning. The use of HFCs for cooling and foam blowing is increasing, as the continued phase out of CFCs and HCFCs gains momentum. The 100-year Global Warming Potential of HFCs range from 124 for HFC-152 to 14,800 for HFC-23.
Perfluorocarbons (PFCs)	PFCs have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth’s surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Two main sources of PFCs are primary aluminum production and semiconductor manufacturing. Global Warming Potentials range from 6,500 to 9,200.
Chlorofluorocarbons (CFCs)	CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. They are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth’s surface). CFCs were synthesized in 1928

¹ Kimley-Horn and Associates. (2024). *Greenhouse Gas Emissions Assessment*. page 8.

Greenhouse Gas	Description
	for use as refrigerants, aerosol propellants, and cleaning solvents. The Montreal Protocol on Substances that Deplete the Ozone Layer prohibited their production in 1987. Global Warming Potentials for CFCs range from 3,800 to 14,400.
Sulfur Hexafluoride (SF ₆)	SF ₆ is an inorganic, odorless, colorless, and nontoxic, nonflammable gas. It has a lifetime of 3,200 years. This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas. The Global Warming Potential of SF ₆ is 23,900.
Hydrochlorofluoro-carbons (HCFCs)	HCFCs are solvents, similar in use and chemical composition to CFCs. The main uses of HCFCs are for refrigerant products and air conditioning systems. As part of the Montreal Protocol, HCFCs are subject to a consumption cap and gradual phase out. The United States is scheduled to achieve a 100 percent reduction to the cap by 2030. The 100-year Global Warming Potentials of HCFCs range from 90 for HCFC-123 to 1,800 for HCFC-142b.
Nitrogen Trifluoride (NF ₃)	NF ₃ was added to Health and Safety Code section 38505(g)(7) as a GHG of concern. This gas is used in electronics manufacture for semiconductors and liquid crystal displays. It has a high global warming potential of 17,200.
Source: Ibid. page 9 – Table 1	

4.7.3 Regulatory Setting

Federal

To date, national standards have not been established for nationwide GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level. Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (December 2007), among other key measures, requires the following, which would aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.
- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

U.S. Environmental Protection Agency Endangerment Finding

The U.S. Environmental Protection Agency (EPA) authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Federal Clean Air Act (FCAA) and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's

ruling, the EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing FCAA and the EPA's assessment of the scientific evidence that form the basis for the EPA's regulatory actions.

Federal Vehicle Standards

In response to the U.S. Supreme Court ruling discussed above, Executive Order 13432 was issued in 2007 directing the EPA, the Department of Transportation, and the Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the NHTSA issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011, and in 2010, the EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, an Executive Memorandum was issued directing the Department of Transportation, Department of Energy, EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards projected to achieve 163 grams per mile of CO₂ in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021, and NHTSA intends to set standards for model years 2022–2025 in a future rulemaking. On January 12, 2017, the EPA finalized its decision to maintain the current GHG emissions standards for model years 2022–2025 cars and light trucks. It should be noted that the U.S. EPA is currently proposing to freeze the vehicle fuel efficiency standards at their planned 2020 level (37 mpg), canceling any future strengthening (currently 54.5 mpg by 2026).

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO₂ emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6 to 23 percent over the 2010 baselines.

In August 2016, the U.S. EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program applies to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards lower CO₂ emissions by approximately 1.1 billion metric tons and reduce oil consumption by up to two billion barrels over the lifetime of the vehicles sold under the program.²

² Ibid. page 11.

On September 27, 2019, the U.S. EPA and the NHTSA published the “Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program.” (84 Fed. Reg. 51,310 (Sept. 27, 2019).)³ The SAFE Rule (Part One) revoked California’s authority to set its own GHG emissions standards and set zero-emission vehicle mandates in California. On March 31, 2020, the U.S. EPA and NHTSA finalized rulemaking for SAFE Part Two sets CO₂ emissions standards and corporate average fuel economy (CAFE) standards for passenger vehicles and light duty trucks, covering model years 2021-2026. The current U.S. EPA administration repealed SAFE Rule Part One, effective January 28, 2022, and is reconsidering Part Two.

As of April 1, 2022, the CAFE standards require an industry-wide fleet average of approximately 49 mpg for passenger cars and light trucks in model year 2026. The new CAFE standards for model year 2024-2026 will reduce fuel use by more than 200 billion gallons through 2050, as compared to continuing under the old standards.⁴

State

California Air Resources Board

The California Air Resources Board (CARB) is responsible for the coordination and oversight of State and local air pollution control programs in California. Various statewide and local initiatives to reduce California’s contribution to GHG emissions have raised awareness about climate change and its potential for severe long-term adverse environmental, social, and economic effects. California is a significant emitter of CO₂ equivalents (CO₂e) in the world and produced 369 million metric tons (MMT) of CO₂e in 2020.⁵ The transportation sector is the State’s largest emitter of GHGs, followed by industrial operations such as manufacturing and oil and gas extraction.

The State of California legislature has enacted a series of bills that constitute the most aggressive program to reduce GHGs of any state in the nation. Some legislation, such as the landmark Assembly Bill (AB) 32, California Global Warming Solutions Act of 2006, was specifically enacted to address GHG emissions. Other legislation, such as Title 24 building efficiency standards and Title 20 appliance energy standards, were originally adopted for other purposes such as energy and water conservation, but also provide GHG reductions. This section describes the legislation’s major provisions.

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

AB 32 instructs the CARB to develop and enforce regulations for the reporting and verifying of statewide GHG emissions. AB 32 also directed CARB to set a GHG emissions limit based on 1990 levels, to be achieved by 2020. It set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner.

California Air Resource Board Scoping Plan

CARB adopted the Scoping Plan to achieve AB 32’s goals. The Scoping Plan establishes an overall framework for the measures that would be adopted to reduce California’s GHG emissions. CARB

³ Ibid. page 11.

⁴ Ibid. page 11.

⁵ Ibid. page 12.

determined that achieving the 1990 emissions level would require a reduction of GHG emissions of approximately 29 percent below what would otherwise occur in 2020 in the absence of new laws and regulations (referred to as “business-as-usual”).⁶ The Scoping Plan evaluates opportunities for sector-specific reductions, integrates early actions and additional GHG reduction measures by both CARB and the State’s Climate Action Team, identifies additional measures to be pursued as regulations, and outlines the adopted role of a cap-and-trade program.⁷ Additional development of these measures and adoption of the appropriate regulations occurred through the end of 2013. The Scoping Plan elements include:

- Expanding and strengthening existing energy efficiency programs, as well as building and appliance standards.
- Achieving a statewide renewables energy mix of 33 percent by 2020.
- Developing a California cap-and-trade program that links with other programs to create a regional market system and caps sources contributing 85 percent of California’s GHG emissions (adopted in 2011).
- Establishing targets for transportation-related GHG emissions for regions throughout California and pursuing policies and incentives to achieve those targets (several sustainable community strategies have been adopted).
- Adopting and implementing measures pursuant to existing State laws and policies, including California’s clean car standards, heavy-duty truck measures, the Low Carbon Fuel Standard (amendments to the Pavley Standard adopted 2009; Advanced Clean Car standard adopted 2012), goods movement measures, and the Low Carbon Fuel Standard (adopted 2009).
- Creating targeted fees, including a public goods charge on water use, fees on gasses with high global warming potential, and a fee to fund the administrative costs of the State of California’s long-term commitment to AB 32 implementation.
- The California Sustainable Freight Action Plan was developed in 2016 and provides a vision for California’s transition to a more efficient, more economically competitive, and less polluting freight transport system. This transition of California’s freight transport system is essential to supporting the State’s economic development in coming decades while reducing pollution.
- CARB’s Mobile Source Strategy demonstrates how the State can simultaneously meet air quality standards, achieve GHG emission reduction targets, decrease health risk from transportation emissions, and reduce petroleum consumption over the next fifteen years. The mobile Source Strategy includes increasing ZEV buses and trucks.

In 2012, CARB released revised estimates of the expected 2020 emissions reductions. The revised analysis relied on emissions projections updated in light of current economic forecasts that accounted for the economic downturn since 2008, reduction measures already approved and put in place relating to future fuel and energy demand, and other factors. This update reduced the projected 2020 emissions from 596

⁶ CARB defines business-as-usual (BAU) in its Scoping Plan as emissions levels that would occur if California continued to grow and add new GHG emissions but did not adopt any measures to reduce emissions. Projections for each emission-generating sector were compiled and used to estimate emissions for 2020 based on 2002–2004 emissions intensities. Under CARB’s definition of BAU, new growth is assumed to have the same carbon intensities as was typical from 2002 through 2004.

⁷ The Climate Action Team, led by the secretary of the California Environmental Protection Agency, is a group of State agency secretaries and heads of agencies, boards, and departments. Team members work to coordinate statewide efforts to implement global warming emissions reduction programs and the State’s Climate Adaptation Strategy.

MMTCO₂e to 545 MMTCO₂e. The reduction in forecasted 2020 emissions means that the revised business-as-usual reduction necessary to achieve AB 32's goal of reaching 1990 levels by 2020 is now 21.7 percent, down from 29 percent. CARB also provided a lower 2020 inventory forecast that incorporated State-led GHG emissions reduction measures already in place. When this lower forecast is considered, the necessary reduction from business-as-usual needed to achieve the goals of AB 32 is approximately 16 percent.

CARB adopted the first major update to the Scoping Plan on May 22, 2014. The updated Scoping Plan summarizes the most recent science related to climate change, including anticipated impacts to California and the levels of GHG emissions reductions necessary to likely avoid risking irreparable damage. It identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32. By 2016, California had reduced GHG emissions below 1990 levels, achieving AB 32's 2020 goal four years ahead of schedule.

In 2016, the Legislature passed Senate Bill (SB) 32, which codifies a 2030 GHG emissions reduction target of 40 percent below 1990 levels. With SB 32, the Legislature passed companion legislation, AB 197, which provides additional direction for developing the Scoping Plan. On December 14, 2017 CARB adopted a second update to the Scoping Plan.⁸ The 2017 Scoping Plan details how the State will reduce GHG emissions to meet the 2030 target set by Executive Order B-30-15 and codified by SB 32. Other objectives listed in the 2017 Scoping plan are to provide direct GHG emissions reductions; support climate investment in disadvantaged communities; and support the Clean Power Plan and other Federal actions.

Adopted December 15, 2022, CARB's 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. To achieve the targets of AB 1279, the 2022 Scoping Plan relies on existing and emerging fossil fuel alternatives and clean technologies, as well as carbon capture and storage. Specifically, the 2022 Scoping Plan focuses on zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high GWP; providing communities with sustainable options for walking, biking, and public transit; displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines); and scaling up new options such as green hydrogen. The 2022 Scoping Plan sets one of the most aggressive approaches to reach carbon neutrality in the world. Unlike the 2017 Scoping Plan, CARB no longer includes a numeric per capita threshold and instead advocates for compliance with a local GHG reduction strategy (i.e., Climate Action Plan) consistent with CEQA Guidelines section 15183.5.

The key elements of the 2022 CARB Scoping Plan focus on transportation. Specifically, the 2022 Scoping Plan aims to rapidly move towards zero-emission transportation (i.e., electrifying cars, buses, trains, and trucks), which constitutes California's single largest source of GHGs. The regulations that impact the transportation sector are adopted and enforced by CARB on vehicle manufacturers and are outside the

⁸ Ibid. page 14.

jurisdiction and control of local governments. The 2022 Scoping Plan accelerates development of new regulations as well as amendments to strengthen regulations and programs already in place.

Included in the 2022 Scoping Plan is a set of Local Actions (2022 Scoping Plan Appendix D) aimed at providing local jurisdictions with tools to reduce GHGs and assist the state in meeting the ambitious targets set forth in the 2022 Scoping Plan. Appendix D to the 2022 Scoping Plan includes a section on evaluating plan-level and project-level alignment with the State's Climate Goals in CEQA GHG analyses. In this section, CARB identifies several recommendations and strategies that should be considered for new development in order to determine consistency with the 2022 Scoping Plan. Notably, this section is focused on Residential and Mixed-Use Projects.⁹ CARB specifically states that Appendix D does not address other land uses (e.g., industrial).¹⁰ However, CARB plans to explore new approaches for other land use types in the future.¹¹

As such, it would be inappropriate to apply the requirements contained in Appendix D of the 2022 Scoping Plan to any land use types other than residential or mixed-use residential development.

Senate Bill 32 (California Global Warming Solutions Act of 2006: Emissions Limit)

Signed into law in September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

SB 375 (The Sustainable Communities and Climate Protection Act of 2008)

Signed into law on September 30, 2008, SB 375 provides a process to coordinate land use planning, regional transportation plans, and funding priorities to help California meet the AB 32's GHG reduction goals. SB 375 requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, aligns planning for transportation and housing, and creates specified incentives for the implementation of the strategies.

AB 1493 (Pavley Regulations and Fuel Efficiency Standards)

AB 1493, enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Implementation of the regulation was delayed by lawsuits filed by automakers and by the EPA's denial of an implementation waiver. The U.S. EPA subsequently granted the requested waiver in 2009, which was upheld by the by the U.S. District Court for the District of Columbia in 2011. The regulations establish one set of emission standards for passenger vehicle and light duty truck model years 2009–2016 and a second set of emissions standards for model years 2017 to 2025. By 2025, when all rules will be fully implemented, new passenger vehicles are anticipated to emit 34 percent fewer CO₂e emissions and 75 percent fewer smog-forming emissions.

⁹ Ibid. page 14.

¹⁰ Ibid. page 14.

¹¹ Ibid. page 14.

SB 1368 (Emission Performance Standards)

SB 1368, which is AB 32's companion bill, directs the California Public Utilities Commission (CPUC) to adopt a performance standard for GHG emissions for the future power purchases of California utilities. SB 1368 limits carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than 5 years from resources that exceed the emissions of a relatively clean, combined cycle natural gas power plant. The new law effectively prevents California's utilities from investing in, otherwise financially supporting, or purchasing power from new coal plants located in or out of the State. The CPUC adopted the regulations required by SB 1368 on August 29, 2007. The regulations implementing SB 1368 establish a standard for baseload generation owned by, or under long-term contract to publicly owned utilities, for 1,100 pounds of CO₂ per megawatt-hour.

SB 1078, SB 107, and SBX1-2 (Renewable Electricity Standards)

SB 1078 (2002) requires California to generate 20 percent of its electricity from renewable energy by 2017. SB 107 (2006) changed the due date to 2010 instead of 2017. On November 17, 2008, then-Governor Arnold Schwarzenegger signed Executive Order S-14-08, which established a Renewable Portfolio Standard target for California requiring that all retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. Executive Order S-21-09 also directed CARB to adopt a regulation by July 31, 2010, requiring the State's load serving entities to meet a 33 percent renewable energy target by 2020. CARB approved the Renewable Electricity Standard on September 23, 2010, by Resolution 10-23. SBX1-2 (2011) codified the 33 percent by 2020 goal.

SB 350 (Clean Energy and Pollution Reduction Act of 2015)

Signed into law on October 7, 2015, SB 350 implements Executive Order B-30-15's goals. The objectives of SB 350 are to increase the procurement of electricity from renewable sources from 33 percent to 50 percent (with interim targets of 40 percent by 2024, and 25 percent by 2027) and to double the energy efficiency savings in electricity and natural gas end uses of retail customers through energy efficiency and conservation. SB 350 also reorganizes the Independent System Operator to develop more regional electricity transmission markets and improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

AB 398 (Market-Based Compliance Mechanisms)

Signed on July 25, 2017, AB 398 extended the duration of the Cap-and-Trade program from 2020 to 2030. AB 398 required CARB to update the Scoping Plan and for all GHG rules and regulations adopted by the State. It also designated CARB as the statewide regulatory body responsible for ensuring that California meets its statewide carbon pollution reduction targets, while retaining local air districts' responsibility and authority to curb toxic air contaminants and criteria pollutants from local sources that severely impact public health. AB 398 also decreased free carbon allowances over 40 percent by 2030 and prioritized Cap-and-Trade spending to various programs including reducing diesel emissions in impacted communities.

SB 150 (Regional Transportation Plans)

Signed on October 10, 2017, SB 150 aligns local and regional GHG reduction targets with State targets (i.e., 40 percent below their 1990 levels by 2030). SB 150 creates a process to include communities in

discussions on how to monitor their regions' progress on meeting these goals. The bill also requires the CARB to regularly report on that progress, as well as on the successes and the challenges regions experience associated with achieving their targets. SB 150 provides for accounting of climate change efforts and GHG reductions and identify effective reduction strategies.

SB 100 (California Renewables Portfolio Standard Program: Emissions of Greenhouse Gases)

Signed into law in September 2018, SB 100 increased California's renewable electricity portfolio from 50 to 60 percent by 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

AB 1346 (Air Pollution: Small Off-Road Engines)

Signed into Law in October 2021, AB 1346 requires CARB, to adopt cost-effective and technologically feasible regulations to prohibit engine exhaust and evaporative emissions from new small off-road engines, consistent with federal law, by July 1, 2022. The bill requires CARB to identify and, to the extent feasible, make available funding for commercial rebates or similar incentive funding as part of any updates to existing applicable funding program guidelines to local air pollution control districts and air quality management districts to implement to support the transition to zero-emission small off-road equipment operations.

AB 1279 (The California Climate Crisis Act)

AB 1279 establishes the policy of the state to achieve carbon neutrality as soon as possible, but no later than 2045; to maintain net negative GHG emissions thereafter; and to ensure that by 2045 statewide anthropogenic GHG emissions are reduced at least 85 percent below 1990 levels. The bill requires CARB to ensure that Scoping Plan updates identify and recommend measures to achieve carbon neutrality, and to identify and implement policies and strategies that enable CO² removal solutions and carbon capture, utilization, and storage technologies.

SB 1020 (100 Percent Clean Electric Grid)

Signed on September 16, 2022, SB 1020 provides additional goals for the path to the 2045 goal of 100 percent clean electricity retail sales. It creates a target of 90 percent clean electricity retail sales by 2035 and 95 percent clean electricity retail sales by 2040.

SB 905 (Carbon Sequestration Program)

Signed on September 16, 2022, SB 905 establishes regulatory framework and policies that involve carbon removal, carbon capture, utilization, and sequestration. It also prohibits the injecting of concentrated carbon dioxide fluid into a Class II injection well for the purpose of enhanced oil recovery.

AB 1757 (Nature-Based Solutions)

Signed on September 16, 2022, AB 1757 requires state agencies to develop a range of targets for natural carbon sequestration and nature-based climate solutions that reduce GHG emissions to meet the 2030, 2038, and 2045 goals which would be integrated into a scoping plan addressing natural and working lands.

Executive Orders Related to GHG Emissions

California's Executive Branch has taken several actions to reduce GHGs using executive orders. Although not regulatory, they set the tone for the State and guide the actions of state agencies.

Executive Order S-3-05. Executive Order S-3-05 was issued on June 1, 2005, which established the following GHG emissions reduction targets:

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The 2050 reduction goal represents what some scientists believe is necessary to reach levels that will stabilize the climate. The 2020 goal was established to be a mid-term target. Because this is an executive order, the goals are not legally enforceable for local governments or the private sector.

Executive Order S-01-07. Issued on January 18, 2007, Executive Order S 01-07 mandates that a statewide goal shall be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. The executive order established a Low Carbon Fuel Standard (LCFS) and directed the Secretary for Environmental Protection to coordinate the actions of the California Energy Commission, CARB, the University of California, and other agencies to develop and propose protocols for measuring the "life-cycle carbon intensity" of transportation fuels. CARB adopted the LCFS on April 23, 2009.

Executive Order S-13-08. Issued on November 14, 2008, Executive Order S-13-08 facilitated the California Natural Resources Agency development of the 2009 California Climate Adaptation Strategy. Objectives include analyzing risks of climate change in California, identifying, and exploring strategies to adapt to climate change, and specifying a direction for future research.

Executive Order S-14-08. Issued on November 17, 2008, Executive Order S-14-08 expands the State's Renewable Energy Standard to 33 percent renewable power by 2020. Additionally, Executive Order S-21-09 (signed on September 15, 2009) directs CARB to adopt regulations requiring 33 percent of electricity sold in the State come from renewable energy by 2020. CARB adopted the Renewable Electricity Standard on September 23, 2010, which requires 33 percent renewable energy by 2020 for most publicly owned electricity retailers.

Executive Order S-21-09. Issued on July 17, 2009, Executive Order S-21-09 directs CARB to adopt regulations to increase California's Renewable Portfolio Standard (RPS) to 33 percent by 2020. This builds upon SB 1078 (2002), which established the California RPS program, requiring 20 percent renewable energy by 2017, and SB 107 (2006), which advanced the 20 percent deadline to 2010, a goal which was expanded to 33 percent by 2020 in the 2005 Energy Action Plan II.

Executive Order B-30-15. Issued on April 29, 2015, Executive Order B-30-15 established a California GHG reduction target of 40 percent below 1990 levels by 2030 and directs CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of CO₂e (MMTCO₂e). The 2030 target acts as an interim goal on the way to achieving reductions of 80 percent below 1990 levels by 2050,

a goal set by Executive Order S-3-05. The executive order also requires the State’s climate adaptation plan to be updated every three years and for the State to continue its climate change research program, among other provisions. With the enactment of SB 32 in 2016, the Legislature codified the goal of reducing GHG emissions by 2030 to 40 percent below 1990 levels.

Executive Order B-55-18. Issued on September 10, 2018, Executive Order B-55-18 establishes a goal to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter. This goal is in addition to the existing statewide targets of reducing GHG emissions. The executive order requires CARB to work with relevant state agencies to develop a framework for implementing this goal. It also requires CARB to update the Scoping Plan to identify and recommend measures to achieve carbon neutrality. The executive order also requires state agencies to develop sequestration targets in the Natural and Working Lands Climate Change Implementation Plan.

Executive Order N-79-20. Signed in September 2020, Executive Order N-79-20 establishes as a goal that where feasible, all new passenger cars and trucks, as well as all drayage/cargo trucks and off-road vehicles and equipment, sold in California, will be zero-emission by 2035. The executive order sets a similar goal requiring that all medium and heavy-duty vehicles will be zero-emission by 2045 where feasible. It also directs CARB to develop and propose rulemaking for passenger vehicles and trucks, medium-and heavy-duty fleets where feasible, drayage trucks, and off-road vehicles and equipment “requiring increasing volumes” of new zero emission vehicles (ZEVs) “towards the target of 100 percent.” The executive order directs the California Environmental Protection Agency, the California Geologic Energy Management Division (CalGEM), and the California Natural Resources Agency to transition and repurpose oil production facilities with a goal toward meeting carbon neutrality by 2045. Executive Order N-79-20 builds upon the CARB Advanced Clean Trucks regulation, which was adopted by CARB in July 2020.

California Regulations and Building Codes

California has a long history of adopting regulations to improve energy efficiency in new and remodeled buildings. These regulations have kept California’s energy consumption relatively flat even with rapid population growth.

Title 20 Appliance Efficiency Regulations. The appliance efficiency regulations (California Code of Regulations [CCR] Title 20, Sections 1601-1608) include standards for new appliances. Twenty-three categories of appliances are included in the scope of these regulations. These standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances.

Title 24 Building Energy Efficiency Standards. California’s Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR Title 24, Part 6) was first adopted in 1978 in response to a legislative mandate to reduce California’s energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The California Energy Commission (CEC) adopted the 2022 Energy Code on August 11, 2021, which was subsequently approved by the California Building Standards

Commission for inclusion into the California Building Standards Code. The 2022 Title 24 standards will result in less energy use, thereby reducing air pollutant emissions associated with energy consumption across California. For example, the 2022 Title 24 standards will require efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, and strengthens ventilation standards.

Title 24 California Green Building Standards Code. The California Green Building Standards Code (CCR Title 24, Part 11) commonly referred to as the CALGreen Code, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code went into effect on January 1, 2023 (2022 CALGreen). The 2022 CALGreen standards continue to improve upon the existing standards for new construction of, and additions and alterations to, residential and nonresidential buildings.

CARB Advanced Clean Truck Regulation. CARB adopted the Advanced Clean Truck Regulation in June 2020 requiring truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California is required to be zero-emission. This rule directly addresses disproportionate risks and health and pollution burdens and puts California on the path for an all zero-emission short-haul drayage fleet in ports and railyards by 2035, and zero-emission “last-mile” delivery trucks and vans by 2040. The Advanced Clean Truck Regulation accelerates the transition of zero-emission medium- and heavy-duty vehicles from Class 2b to Class 8. The regulation has two components including a manufacturer sales requirement, and a reporting requirement:

- **Zero-Emission Truck Sales:** Manufacturers who certify Class 2b through 8 chassis or complete vehicles with combustion engines are required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales need to be 55 percent of Class 2b – 3 truck sales, 75 percent of Class 4 – 8 straight truck sales, and 40 percent of truck tractor sales.
- **Company and Fleet Reporting:** Large employers including retailers, manufacturers, brokers, and others would be required to report information about shipments and shuttle services. Fleet owners, with 50 or more trucks, would be required to report about their existing fleet operations. This information would help identify future strategies to ensure that fleets purchase available zero-emission trucks and place them in service where suitable to meet their needs.

Regional

South Coast Air Quality Management District Rule 2305 (Warehouse Indirect Source Rule)

Rule 2305 was adopted by the SCAQMD Governing Board on May 7, 2021, to reduce NO_x and particulate matter emissions associated with warehouses and mobile sources attracted to warehouses. However, Rule 2305 would also reduce GHG emissions. This rule applies to all existing and proposed warehouses over 100,000 square feet located in the SCAQMD. Rule 2305 requires warehouse operators to track annual

vehicle miles traveled associated with truck trips to and from the warehouse. These trip miles are used to calculate the warehouses WAIRE (Warehouse Actions and Investments to Reduce Emissions) Points Compliance Obligation. WAIRE Points are earned based on emission reduction measures and warehouse operators are required to submit an annual WAIRE Report which includes truck trip data and emission reduction measures. Reduction strategies listed in the WAIRE menu include acquire zero emission (ZE) or near zero emission (NZE) trucks; require ZE/NZE truck visits; require ZE yard trucks; install on-site ZE charging/fueling infrastructure; install onsite energy systems; and install filtration systems in residences, schools, and other buildings in the adjacent community. Warehouse operators that do not earn a sufficient number of WAIRE points to satisfy the WAIRE Points Compliance Obligation would be required to pay a mitigation fee. Funds from the mitigation fee will be used to incentivize the purchase of cleaner trucks and charging/fueling infrastructure in communities nearby.

South Coast Air Quality Management District Thresholds

The South Coast Air Quality Management District (SCAQMD) formed a GHG California Environmental Quality Act (CEQA) Significance Threshold Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. This working group was formed to assist SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research, CARB, the Attorney General's Office, a variety of city and county planning departments in the SCAB, various utilities such as sanitation and power companies throughout the SCAB, industry groups, and environmental and professional organizations. The Working Group has proposed a tiered approach to evaluating GHG emissions for development projects where SCAQMD is not the lead agency, wherein projects are evaluated sequentially through a series of "tiers" to determine whether the project is likely to result in a potentially significant impact due to GHG emissions.

With the tiered approach, a project is compared against the requirements of each tier sequentially and would not result in a significant impact if it complies with any tier. Tier 1 excludes projects that are specifically exempt from SB 97 from resulting in a significant impact. Tier 2 excludes projects that are consistent with a GHG reduction plan that has a certified final CEQA document and complies with AB 32 GHG reduction goals. Tier 3 excludes projects with annual emissions lower than a screening threshold. The SCAQMD has adopted a threshold of 10,000 metric tons of CO₂e (MTCO₂e) per year for industrial projects and a 3,000 MTCO₂e threshold was proposed for non-industrial projects but has not been adopted. During Working Group Meeting #7 it was explained that this threshold was derived using a 90 percent capture rate of a large sampling of industrial facilities. During Meeting #8, the Working Group defined industrial uses as production, manufacturing, and fabrication activities or storage and distribution (e.g., warehouse, transfer facility, etc.). The Working Group indicated that the 10,000 MTCO₂e per year threshold applies to both emissions from construction and operational phases plus indirect emissions (electricity, water use, etc.). The SCAQMD concluded that projects with emissions less than the screening threshold would not result in a significant cumulative impact.

Tier 4 consists of three options. Under the Tier 4 first option, SCAQMD initially outlined that a project would be excluded if design features and/or mitigation measures resulted in emissions 30 percent lower than business as usual emissions. However, the Working Group did not provide a recommendation for

this approach. The Working Group folded the Tier 4 second option into the third option. Under the Tier 4 third option, a project would be excluded if it was below an efficiency-based threshold of 4.8 MTCO₂e per service population per year. Tier 5 would exclude projects that implement offsite mitigation (GHG reduction projects) or purchase offsets to reduce GHG emission impacts to less than the proposed screening level.

Tier 3 Screening Thresholds

When the tiered approach is applied to a proposed project, and the project is found not to comply with Tier 1 or Tier 2, the project's emissions are compared against a screening threshold, as described above, for Tier 3. The screening threshold formally adopted by SCAQMD is an "interim" screening threshold for stationary source industrial projects where the SCAQMD is the lead agency under CEQA. The threshold was termed "interim" because, at the time, SCAQMD anticipated that CARB would be adopting a statewide significance threshold that would inform and provide guidance to SCAQMD in its adoption of a final threshold. However, no statewide threshold was ever adopted, and the interim threshold remains in effect.

For projects for which SCAQMD is not a lead agency, no screening thresholds have been formally adopted. However, the SCAQMD Working Group has recommended a threshold of 10,000 MTCO₂e/year for industrial projects and 3,000 MTCO₂e/year for residential and commercial projects. SCAQMD determined that these thresholds would "capture" 90 percent of GHG emissions from these sectors, "capture" meaning that 90 percent of total emissions from all new projects would be subject to some type of CEQA analysis (i.e., found potentially significant).¹²

Southern California Association of Governments

On September 3, 2020, SCAG's Regional Council adopted 2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also referred to as the Connect SoCal. The Connect SoCal charts a course for closely integrating land use and transportation so that the region can grow smartly and sustainably. The strategy was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The Connect SoCal is a long-range vision plan that balances future mobility and housing needs with economic, environmental, and public health goals. The SCAG region strives toward sustainability through integrated land use and transportation planning. The SCAG region must achieve specific federal air quality standards and is required by state law to lower regional GHG emissions.

¹² Ibid. page 21.

Local

City of Menifee General Plan

Open Space and Conservation Element

The City of Menifee (City) General Plan (Menifee GP) Open Space and Conservation Element provides policy direction for Menifee's parks and open space areas, recreational trails, and the conservation, development, and utilization of the City's natural resources with an overall goal of maintaining the high quality of life that City residents have enjoyed for generations, while also preserving and protecting the numerous nonrenewable and unique cultural and historic resources located within the City.¹³

Goals and policies applicable to the Project include the following:

- | | |
|------------------------|--|
| Goal OSC-9 | Reduced impacts to air quality at the local level by minimizing pollution and particulate matter. |
| Policy OCS-9.5 | Comply with the mandatory requirements of Title 24 Part 1 of the California Building Standards Code (CALGreen) and Title 24 Part 6 Building and Energy Efficiency Standards. |
| Goal OSC-10 | An environmentally aware community that is responsive to changing climate conditions and actively seeks to reduce local greenhouse gas emissions. |
| Policy OCS-10.1 | Align the City's local GHG reduction targets to be consistent with the statewide GHG reduction target of AB 32. |
| Policy OCS-10.2 | Align the City's long-term GHG reduction goal consistent with the statewide GHG reduction goal of Executive Order S-03-05. |
| Policy OCS-10.3 | Participate in regional greenhouse gas emission reduction initiatives. |
| Policy OCS-10.4 | Consider impacts to climate change as a factor in evaluation of policies, strategies, and projects. |

Circulation Element

The Menifee GP Circulation Element provides overall guidance for the city's responsibility to satisfy the local and subregional circulation needs of our residents, visitors, and businesses while maintaining the city's quality of life. In addition, it coordinates the circulation system with future land use patterns and levels of buildout and addresses access and connectivity among the various neighborhoods and economic development districts.¹⁴

Goals and policies applicable to the Project include the following:

- | | |
|-----------------|---|
| Goal C-1 | A roadway network that meets the circulation needs of all residents, employees, and visitors to the City of Menifee. |
|-----------------|---|

¹³ City of Menifee. (2013). *Menifee General Plan Open Space & Conservation Element*. Available at: <https://www.cityofmenifee.us/250/Open-Space-Conservation-Element> (accessed October 2023).

¹⁴ City of Menifee. (2013). *Menifee General Plan Circulation Element*. Available at: <https://cityofmenifee.us/863/Circulation-Element> (accessed October 2023).

Policy C-1.5 Minimize idling times and vehicle miles traveled to conserve resources, protect air quality, and limit greenhouse gas emissions.

City of Menifee Design Guidelines – Appendix A: Industrial Good Neighbor Policies¹⁵

According to the City’s Design Guidelines, the purpose of the Good Neighbor Policies is to provide local government and developers with ways to address environmental and neighborhood compatibility issues associated with permitting warehouse, logistics and distribution facilities. The Good Neighbor Policies were designed to promote economic vitality and sustainability of businesses, while still protecting the general health, safety, and welfare of the public and sensitive receptors within the City. Sensitive receptors include residential neighborhoods, schools, public parks, playgrounds, day care centers, nursing homes, hospitals, and other public places where residents are most likely to spend time.

The intent of the City’s Good Neighbor Policies, in siting new warehouse, logistics and distribution uses, include:

1. Minimize impacts to sensitive uses;
2. Protect public health, safety, and welfare by regulating the design, location and operation of facilities; and
3. Protect neighborhood character of adjacent communities.

The Policies apply to all new warehouse, logistics and distribution facilities (“industrial uses”), excluding pending applications that have been deemed complete as the effective day of this policy, that include any building larger than 100,000 square feet in size or any sized building with more than 10 loading bays (dock-high). There are general performance standards, as well as site design, access and layout standards, signage and information standards, and environmental considerations, including air quality and noise and traffic.

4.7.4 Impact Thresholds and Significance Criteria

Based upon the criteria derived from State CEQA Guidelines Appendix G, a project normally would have a significant effect on the environment if it would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

Addressing GHG emissions generation impacts requires an agency to determine what constitutes a significant impact. The amendments to the State CEQA Guidelines specifically allow lead agencies to determine thresholds of significance that illustrate the extent of an impact and are a basis from which to apply mitigation measures. This means that each agency is left to determine whether a project’s GHG emissions will have a “significant” impact on the environment. The guidelines direct that agencies are to

¹⁵ City of Menifee. (2022). *Design Guidelines*. Available at: https://www.cityofmenifee.us/DocumentCenter/View/14902/Design-Guidelines_Amended-March-2-2022?bidid= (accessed October 2023).

use “careful judgment” and “make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate” the project’s GHG emissions.¹⁶

GHG Thresholds

On December 5, 2008, the SCAQMD Governing Board adopted a 10,000 MTCO₂e industrial threshold for projects where SCAQMD is the lead agency. The SCAQMD GHG CEQA Significance Threshold Working Group defined industrial uses as production, manufacturing, and fabrication activities or storage and distribution (e.g., warehouse, transfer facility, etc.) during Meeting #8. Additionally, the SCAQMD GHG Significance Threshold Stakeholder Working Group has specified that a warehouse is considered to be an industrial project.¹⁷ During the GHG CEQA Significance Threshold Working Group Meeting #15, the SCAQMD noted that it was considering extending the industrial GHG significance threshold for use by all lead agencies.

Furthermore, the Working Group indicated that the 10,000 MTCO₂e per year threshold applies to both emissions from construction and operational phases plus indirect emissions (electricity, water use, etc.). The SCAQMD has not announced when staff is expecting to present GHG thresholds for land use projects where the SCAQMD is not the lead agency to the governing board.

The City has not adopted project-specific significance thresholds, and instead relies on SCAQMD’s recommended Tier 3 screening thresholds to determine the significance of a project’s GHG emissions. The SCAQMD’s adopted numerical threshold of 10,000 MTCO₂e/year for industrial stationary source emissions is typically selected as the significance criterion. However, the City has determined that the SCAQMD’s draft threshold of 3,000 MTCO₂e/year is more conservative and appropriate for industrial and warehouse land use development projects. The 3,000 MTCO₂e/year threshold is based on the SCAQMD staff’s proposed GHG screening threshold for stationary source emissions for non-industrial projects, as described in the SCAQMD Interim Thresholds, and is based on capture of approximately 90% of emissions from future development. The SCAQMD Interim Threshold identifies a screening threshold to determine whether additional analysis is required.

Methodology

Global climate change is, by definition, a cumulative impact of GHG emissions. The baseline against which to compare potential impacts of the project includes the natural and anthropogenic drivers of global climate change, including world-wide GHG emissions from human activities which almost doubled between 1970 and 2010 from approximately 27 gigatonnes (Gt) of CO₂/year to nearly 49 GtCO₂/year.¹⁸ As such, the geographic extent of climate change and GHG emissions cumulative impact discussion is worldwide.

The Project’s construction and operational emissions were calculated using the California Emissions Estimator Model version 2022.1 (CalEEMod). Details of the modeling assumptions and emission factors are provided in Appendix A: Greenhouse Gas Emissions Data of **Appendix G**. For construction, CalEEMod

¹⁶ 14 California Code of Regulations, Section 15064.4a.

¹⁷ Ibid. page 24.

¹⁸ Ibid. page 25.

calculates emissions from off-road equipment usage and on-road vehicle travel associated with haul, delivery, and construction worker trips. GHG emissions during construction were forecasted based on the proposed construction schedule and applying the mobile-source and fugitive dust emissions factors derived from CalEEMod. The Project’s construction-related GHG emissions would be generated from off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles. The Project’s construction is anticipated to occur over a duration of approximately 12 months, beginning in late 2024.

The Project’s operational GHG emissions would be generated by vehicular traffic, off-road equipment, area sources (e.g., landscaping maintenance, consumer products), electrical generation, natural gas consumption, water supply and wastewater treatment, and solid waste. These emissions categories are discussed further in **Appendix G**.

4.7.5 Impacts and Mitigation Measures

Impact 4.7-1 *Would the Project generate GHG emissions, either directly or indirectly, that could have a significant impact on the environment?*

Level of Significance: Significant and Unavoidable

Short-Term Construction Greenhouse Gas Emissions

Project Sites 1, 2, and 3

The Project would result in direct emissions of CO₂, N₂O, and CH₄ from construction equipment and the transport of materials and construction workers to and from the Project site. The GHG emissions only occur during temporary construction activities and would cease once construction is complete. The total GHG emissions generated during the construction of the Project are shown in **Table 4.7-2: Construction-Related Greenhouse Gas Emissions**

Table 4.7-2: Construction-Related Greenhouse Gas Emissions

Category	MTCO ₂ e
Project Site 1 (Corsica Lane)¹	
Construction Year 1 (2024)	400
Construction Year 2 (2025)	5
Total Construction Emissions	405
30-Year Amortized Construction Emissions	13.50
Project Site 2 (Wheat Street)	
Construction Year 1 (2024)	275
Construction Year 2 (2025)	3
Total Construction Emissions	278
30-Year Amortized Construction Emissions	9.27
Project Site 3 (Evans Road)	
Construction Year 1 (2024)	300

Category	MTCO ₂ e
Construction Year 2 (2025)	3
Total Construction Emissions	303
30-Year Amortized Construction Emissions	10.10
Total Project Construction Greenhouse Gas Emissions	
Construction Year 1 (2024)	975
Construction Year 2 (2025)	11
Total Construction Emissions	986
30-Year Amortized Construction Emissions	32.87
Notes:	
1. Project Site 1 emissions are based on the previous version of the Project identified in the NOP. The previous version was 30,900 SF larger and included 3 buildings. To be conservative, emissions from the larger version of Project Site 1 are analyzed in this EIR.	
Source: Ibid. page 28 – Table 2	

As shown, the Project would result in the generation of approximately 986 MTCO₂e throughout the course of construction. Construction GHG emissions are typically summed and amortized over a 30-year period and then added to the operational emissions.¹⁹ The Project’s amortized construction emissions would be 32.87 MTCO₂e per year. Once construction is complete, the generation of these GHG emissions would cease.

It is also noted that in response to the increase in warehouse development in California, the State of California Department of Justice issued a memorandum in March 2021, entitled *Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act* (Memorandum). The Memorandum encourages warehouse projects to implement certain best practices, one of which recommends that construction equipment not in use for more than three minutes be turned off. Mitigation Measure (MM) AQ-2 from the Project Air Quality Assessment prohibits heavy construction equipment from idling for more than three minutes.

Long-Term Operational Greenhouse Gas Emissions

Operational emissions occur over the life of the Project. GHG emissions would result from direct emissions such as Project generated vehicular traffic, on-site combustion of natural gas, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power, the energy required to convey water to, and wastewater from the Project, the emissions associated with solid waste generated from the Project, and any fugitive refrigerants from air conditioning or refrigerators.

GHG emissions associated with the Project are summarized in **Table 4.7-3: Project Greenhouse Gas Emissions**. As shown in **Table 4.7-3**, the Project’s unmitigated and mitigated emissions would be approximately 7,792.9 MTCO₂e and 6,923.9 MTCO₂e annually respectively from both construction and operations and would exceed the SCAQMD 3,000 MTCO₂e per year threshold. The majority of the GHG emissions (approximately 65 percent unmitigated and 73 percent mitigated) are associated with non-

¹⁹ The amortization period is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13*, August 26, 2009).

construction related mobile sources. Emissions of motor vehicles are controlled by State and Federal standards, and neither the Project applicant nor the City has control over these standards.

Table 4.7-3: Project Greenhouse Gas Emissions

Emissions Source	MTCO ₂ e per Year	
	Unmitigated	Mitigated
Project Site 1 (Corsica Lane)¹		
Area and Indirect Sources		
Construction Amortized Over 30 Years	13.50	13.50
Area Source ²	5	0
Energy – Electricity ³	250	244
Energy – Natural Gas	274	274
Off-road (Forklifts and Yard Trucks) ⁴	439	72
Emergency Backup Generator	31	31
Waste ⁵	78	19
Water and Wastewater	150	150
Subtotal	1,240.5	801.5
Mobile Sources		
Warehouse Trucks	2,009	2,009
Warehouse Passenger Cars	960	960
Subtotal	2,969	2,969
TOTAL PROJECT EMISSIONS	4,209.5	3,772.5
<i>Threshold</i>	<i>3,000</i>	<i>3,000</i>
Exceeds Threshold?	Yes	Yes
Project Site 2 (Wheat Street)		
Area and Indirect Sources		
Construction Amortized Over 30 Years	9.27	9.27
Area Source ²	2	0
Energy – Electricity ³	95	90
Energy – Natural Gas	92	92
Off-road (Forklifts and Yard Trucks) ⁴	144	19
Emergency Backup Generator	10	10
Waste ⁵	25	6
Water and Wastewater	48	48
Subtotal	425.27	274.27
Mobile Sources		
Warehouse Trucks	652	652
Warehouse Passenger Cars	312	312
Subtotal	964	964
TOTAL PROJECT EMISSIONS	1,389.27	1,238.27
<i>Threshold</i>	<i>3,000</i>	<i>3,000</i>
Exceeds Threshold?	No	No

Emissions Source	MTCO _{2e} per Year	
	Unmitigated	Mitigated
Project Site 3 (Evans Road)		
Area and Indirect Sources		
Construction Amortized Over 30 Years	10.10	10.10
Area Source ²	3	0
Energy – Electricity ³	224	218
Energy – Natural Gas	156	156
Off-road (Forklifts and Yard Trucks) ⁴	295	53
Emergency Backup Generator	39	39
Waste ⁵	40	10
Water and Wastewater	78	78
Refrigeration	145	145
Transport Refrigeration Units	99	99
Subtotal	1,089.1	808.1
Mobile Sources		
Warehouse Trucks	807	807
Warehouse Passenger Cars	298	298
Subtotal	1,105	1,105
TOTAL PROJECT EMISSIONS	2,194.1	1,913.1
<i>Threshold</i>	<i>3,000</i>	<i>3,000</i>
Exceeds Threshold?	No	No
Total Project Operational Greenhouse Gas Emissions		
Area and Indirect Sources		
Construction Amortized Over 30 Years	32.87	32.87
Area Source ²	10	0
Energy – Electricity ³	569	552
Energy – Natural Gas	522	522
Off-road (Forklifts and Yard Trucks) ⁴	878	144
Emergency Backup Generator	80	80
Waste ⁵	143	35
Water and Wastewater	276	276
Refrigeration	145	145
Transport Refrigeration Units	99	99
Subtotal	2,754.87	1,885.87
Mobile Sources		
Warehouse Trucks	3,468	3,468
Warehouse Passenger Cars	1,570	1,570
Subtotal	5,038	5,038
TOTAL PROJECT EMISSIONS	7,792.9	6,923.9
<i>Threshold</i>	<i>3,000</i>	<i>3,000</i>
Exceeds Threshold?	Yes	Yes

Emissions Source	MTCO _{2e} per Year	
	Unmitigated	Mitigated
1. Project Site 1 emissions are based on the previous version of the Project identified in the NOP. The previous version was 30,900 SF larger and included 3 buildings. To be conservative, emissions from the larger version of Project Site 1 are analyzed in this EIR. 2. MM GHG-6 requires electric landscaping equipment, which would reduce area source emissions 3. MM GHG-1 requires the installation of photovoltaic solar panels to offset energy emissions. 4. MM AQ-3 (refer to the Project’s Air Quality Assessment) requires cargo handling equipment (e.g., yard trucks, hostlers, yard goats, etc.) to be zero emission. Unmitigated emissions from diesel equipment are disclosed for informational purposes. 5. MM GHG-5 requires the Project to divert 75 percent of landfill waste.		
Source: Ibid. page 29 – Table 3		

The Project would be required to comply with several Plans, Policies, and Programs (PPPs) and mitigation measures to reduce operational GHG emissions. PPP-4 through PPP-6 require water efficient irrigation systems, and compliance with Title 24 Energy Efficiency Standards and the CALGreen Code. The Project also includes **MM GHG-1** through **MM GHG-6** to further reduce emissions, which are summarized below:

- **MM GHG-1** requires the installation of solar photovoltaic (PV) panels;
- **MM GHG-2** requires a transportation demand management program in an effort to reduce single-occupant vehicle trips;
- **MM GHG-3** requires providing tenants with information on incentive programs such as the Moyer program and Smartway Program to increase transportation efficiency;
- **MM GHG-4** requires EV ready infrastructure and EV charging stations in employee parking lots;
- **MM GHG-5** mandates diverting at least 75 percent of landfill waste produced; and
- **MM GHG-6** requires landscape equipment used on-site to be 100 percent electric.

In addition, implementation of **MM AQ-4** and **MM AQ-5** from the Air Quality Assessment would reduce the Project’s operational emissions through using all-electric cargo handling equipment and requiring appropriate signage for on-site circulation and limiting idling emissions and limiting off-road diesel idling.

In addition, the Project would be required to comply with SCAQMD Rule 2305 (refer to PPP-7) which would directly reduce emissions or to otherwise facilitate emissions reductions. Alternatively, warehouse operators can choose to pay a mitigation fee. Funds from the mitigation fee will be used to incentivize the purchase of cleaner trucks and charging/fueling infrastructure in communities nearby. Although Rule 2305 focuses on air quality pollutant emissions, the rule would facilitate cleaner vehicles and supporting infrastructure that would also result in GHG benefits.

Warehouse owners and operators are required to earn Warehouse Actions and Investments to Reduce Emissions (WAIRE) Points each year. WAIRE points are a menu-based system earned by emission reduction measures. Warehouse operators are required to submit an annual WAIRE Report which includes truck trip data and emission reduction measures. WAIRE points can be earned by completing actions from a menu that can include acquiring and using natural gas, Near-Zero Emissions and/or Zero-Emissions on-road trucks, zero-emission cargo handling equipment, solar panels or zero-emission charging and fueling infrastructure, or other options. Conservatively, this analysis and the GHG emissions results presented in **Table 4.7-3** do not take credit for these potential reductions. Compliance with Rule 2305 would likely reduce emissions below what is currently analyzed.

As shown in **Table 4.7-3**, mitigation measures would reduce Project GHG emissions by approximately 27 percent; however, total mitigated emissions would continue to exceed the SCAQMD threshold of 3,000 MTCO₂e per year. The TDM program required by **MM GHG-2** could reduce GHG emissions from employees commuting to work; however, the TDM program would not reduce heavy truck trips to the Project Sites. It is noted that emissions reductions from implementation of **MM GHG-2** are not counted due to modeling constraints within the CalEEMod program.

Implementation of the mitigation measures and compliance with PPPs would reduce Project-related GHG emissions to 5,721 MTCO₂e per year. Additional mitigation to reduce the Project's mobile emissions is not feasible due to the limited ability of the Project applicant and the City to address emissions resulting from trucks, cars, and/or emissions generated by trucks outside of the City's limits. As with all land use projects, the Project's mobile and transportation related GHG emissions are a function of two parameters: emissions control technology and vehicle miles traveled (VMT).

CARB is directly responsible for regulating mobile and transportation source emissions in the State. Regarding the first parameter, California addresses emissions control technology through a variety of legislation and regulatory schemes, including the state's Low Carbon Fuel Standard (Executive Order S-01-07) (LCFS), a regulatory program designed to encourage the use of cleaner low-carbon transportation fuels in California, encourage the production of those fuels, and therefore, reduce GHG emissions and decrease petroleum dependence in the transportation sector. The regulatory standards are expressed in terms of the "carbon intensity" of gasoline and diesel fuel and their substitutes. Different types of fuels are evaluated to determine their "life cycle emissions" which include the emissions associated with producing, transporting, and using the fuels. Each fuel is then given a carbon intensity score and compared against a declining carbon intensity benchmark for each year. Providers of transportation fuels must demonstrate that the mix of fuels they supply for use in California meets these declining benchmarks for each annual compliance period. In 2018, CARB approved amendments to the LCFS, which strengthened the carbon intensity benchmarks through 2030 to ensure they are in-line with California's 2030 GHG emission reduction target enacted through SB 32. This ensures that the transportation sector is meeting its obligations to achieve California's GHG reduction targets. The state is also implementing legislation and regulations to address the second parameter affecting transportation related GHG emissions by controlling for VMT. Examples of this include SB 375, which links land use and transportation funding and provides one incentive for regions to achieve reductions in VMT, and SB 743, which discourages VMT increases for passenger car trips above a region-specific benchmark. However, the state has determined that VMT regulations are not applicable to heavy trucks, such as those that will utilize the proposed Project and generate the majority of the Project's GHG emissions.

As such, the City has no regulatory control over emissions control technology and therefore limited ability to control or mitigate emissions associated with truck emissions associated with this Project. The reliance on carbon offsets to reduce either the Project's mobile or non-mobile emissions is also not feasible, as no local programs are available that would meet CEQA's criteria for a valid mitigation measure. To reduce emissions, purchased offset credits must be genuine, quantifiable, additional, and verifiable. Even offset credits purchased from CARB-approved offset project registries have been determined to not adequately assure that purchased offset credits accurately and reliably represent actual emissions reductions or

cannot guarantee that such reductions are additional to any reduction that would occur under business-as-usual operations and reductions required by law. Due to this lack of certainty, such offsets have been determined to not comply with CEQA's definition of a valid mitigation measure. See *Golden Door Properties, LLC v. County of San Diego* (2020) 50 Cal.App.5th 467.

The City, the lead agency for the Project and the entity responsible for enforcing any mitigation measures incorporated into the Project and relied upon to reduce impacts to a less than significant level, has no enforcement authority over offset credits that fund carbon reduction projects outside of the City. Many offset credits "sell" reductions in emissions generated outside of California, which may not be genuine or verifiable. International offsets are even more difficult to verify, guarantee and enforce. Even CARB does not have enforcement authority over such reductions, let alone the City. Thus, the purchase of offset credits is not a feasible mitigation measure to reduce the emissions impact of the proposed Project.

Therefore, despite the incorporation of all feasible mitigation measures, the remaining mobile emissions from the Project cannot feasibly be mitigated because neither the Project applicant nor the City has the regulatory authority to control tailpipe emissions. Since mitigated future mobile source emissions exceed the 3,000 MTCO_{2e} threshold and no additional feasible mitigation beyond **MM AQ-1** through **MM AQ-5** (refer to the **Section 4.2, Air Quality**) and **MM GHG-1** through **MM GHG-6** are available to further reduce emissions, this impact remains significant and unavoidable.

Plans, Programs, and Policies:

Existing requirements based on local, state, or federal regulations or laws are frequently required independently of CEQA review. Typical requirements include compliance with the provisions of the Building Code, CalGreen Code, local municipal code, SCAQMD Rules, etc. Because PPP are neither Project specific nor a result of development of the Project, they are not considered to be project design features or Mitigation Measures.

PPP-1 Prior to the issuance of grading permits, the City Engineer shall confirm that the Grading Plan, Building Plans and Specifications require all construction contractors to comply with South Coast Air Quality Management District's (SCAQMD's) Rules 402 and 403 to minimize construction emissions of dust and particulates. The measures include, but are not limited to, the following:

- Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
- All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
- All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.

- Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.

PPP-2 Pursuant to SCAQMD Rule 1113, the Project applicant shall require by contract specifications that the interior and exterior architectural coatings (paint and primer including parking lot paint) products used would have a volatile organic compound rating of 50 grams per liter or less.

PPP-3 Require diesel powered construction equipment to turn off when not in use per Title 13 of the California Code of Regulations, Section 2449.

PPP-4 Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and sensors for landscaping according to the City's Landscape Water Use Efficiency requirements (Chapter 15.04 of the City's Municipal Code).

PPP-5 The Project shall be designed in accordance with the applicable Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations [CCR], Title 24, Part 6). These standards are updated, nominally every three years, to incorporate improved energy efficiency technologies and methods. The Building Official, or designee shall ensure compliance prior to the issuance of each building permit. The Title 24 Energy Efficiency Standards (Section 110.10) require buildings to be designed to have 15 percent of the roof area "solar ready" that will structurally accommodate later installation of rooftop solar panels. If future building operators pursue providing rooftop solar panels, they will submit plans for solar panels prior to occupancy.

PPP-6 The Project shall be designed in accordance with the applicable California Green Building Standards (CALGreen) Code (24 CCR, Part 11). The Building Official, or designee shall ensure compliance prior to the issuance of each building permit. These requirements include, but are not limited to:

- Design buildings to be water efficient. Install water-efficient fixtures in accordance with Section 5.303 (nonresidential) of the California Green Building Standards Code Part 11.
- Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 5.408.1 (nonresidential) of the California Green Building Standards Code Part 11.
- Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with Section 5.410 (nonresidential) of the California Green Building Standards Code Part 11.
- To facilitate future installation of electric vehicle supply equipment (EVSE), nonresidential construction shall comply with Section 5.106.5.3 (nonresidential electric vehicle charging) of the California Green Building Standards Code Part 11.

PPP-7 The Project tenants shall comply with the SCAQMD Indirect Source Rule (Rule 2305). This rule is expected to reduce NO_x and PM₁₀ emissions during construction and operation. Emission reductions resulting from this rule were not included in the Project analysis. Compliance with Rule 2305 is enforced by the SCAQMD through their reporting process and is required for all warehouse projects greater than 100,000 square feet.

PPP-8 Trees shall be installed in automobile parking areas to provide 50 percent shade cover of parking areas within fifteen years in accordance with section 9.195.040.M.4 of the City's Development Code. Trees shall be planted that are capable of meeting this requirement.

Mitigation Measures

Refer to Section 4.2, Air Quality for **MMs AQ-1** through **AQ-5**.

MM GHG-1 Prior to issuance of tenant occupancy permits, the Project shall be required to install a minimum 63 kwdc solar photovoltaic (PV) system or offset an equivalent amount of energy demand through the purchase of renewable energy or implementation of alternative renewable measures, subject to approval by the Community Development Director or his/her designee. The final PV generation facility size requires approval by Southern California Edison (SCE). SCE's Rule 21 governs operating and metering requirements for any facility connected to SCE's distribution system. Should SCE limit the off-site export, the Project may utilize a battery energy storage system (BESS) to lower off-site export while maintaining on-site renewable generation to off-set consumption. The building shall include an electrical system and other infrastructure sufficiently sized to accommodate the PV arrays. The electrical system and infrastructure must be clearly labeled with noticeable and permanent signage.

In addition, to ensure that the Project's electrical room(s) is sufficiently sized to accommodate the potential need for additional electrical panels, prior to building permit issuance either (1) a secondary electrical room shall be provided in the building, or (2) the primary electrical room shall be sized 25 percent larger than is required to satisfy the service requirements of the building or the electrical gear shall be installed with the initial construction with 25 percent excess demand capacity.

MM GHG-2 Prior to issuance of tenant occupancy permits, Project operators with more than 100 employees shall prepare and submit to the Community Development Director or designee, a Transportation Demand Management (TDM) program detailing strategies that would reduce the use of single-occupant vehicles by employees by increasing the number of trips by walking, bicycle, carpool, vanpool, and transit. The TDM shall include, but is not limited to the following:

- Provide a transportation information center and on-site TDM coordinator to educate residents, employers, employees, and visitors of surrounding transportation options.

- Incorporate bicycle parking and storage, and self-service bicycle repair areas.
- Provide on-site meal options in employee break areas as well as kitchen amenities to prepare and/or heat meals.
- Provide a ride-matching service (e.g., bulletin boards, website, smartphone application) to connect carpool participants and provide preferential parking for rideshare vehicles to support carpool/vanpool/rideshare transportation modes.
- Post Riverside Transit Agency schedules in conspicuous areas.
- Reference Riverside Transit Agency schedules when creating employees' operating schedules.

MM GHG-3

The facility operator shall provide tenants with an information packet that:

- Provides information on incentive programs, such as the Carl Moyer Memorial Air Quality Standards Attainment Program (Moyer Program), and other similar funding opportunities, by providing applicable literature available from the California Air Resources Board (CARB). The Moyer Program On-Road Heavy-Duty Vehicles Voucher Incentive Program (VIP) provides funding to individuals seeking to purchase new or used vehicles with 2013 or later model year engines to replace an existing vehicle that is to be scrapped.
- Provides information on the United States Environmental Protection Agency's SmartWay program and tenants shall be encouraged to use carriers that are SmartWay carriers.

MM GHG-4

Prior to issuance of precise grading permit issuance, the Project shall be required to show on the precise grading plans 20 percent of the employee parking stalls on-site as "EV Capable," which includes electrical panel space and load capacity to support a branch circuit and necessary raceways, both underground and/or surface mounted, to support EV charging. In addition, 25 percent of the EV Capable parking stalls shall have electric vehicle supply equipment (EVSE) installed and operational. EVSE includes conductors, electric vehicle connectors, attachment plugs, personal protection system, and all other fittings, devices, power outlets or apparatus installed specifically for the purpose of transferring energy to the electric vehicle.

MM GHG-5

The development shall divert a minimum of 75 percent of landfill waste during operation. Prior to issuance of certificate of tenant occupancy permits, a recyclables collection and load area shall be constructed in compliance with City standards for Recyclable Collection and Loading Areas, and the facility's operator shall be required to provide the City with a copy of the Project's recycling program. This mitigation measure applies only to tenant permits and not the building shell approvals.

MM GHG-6

All landscaping equipment used onsite shall be 100 percent electrically powered. The building manager or their designee shall be responsible for enforcing these requirements.

Impact 4.7-2 *Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

Level of Significance: Significant and Unavoidable

City of Menifee General Plan Consistency

The Menifee GP Open Space and Conservation Element establishes goals to have efficient and environmentally appropriate use and management of energy and mineral resources to ensure their availability for future generations as well as an environmentally aware community that is responsive to changing climate conditions and actively seeks to reduce local greenhouse gas emissions. Policies to meet these goals include:

OSC-10.1: Align the city's local GHG reduction targets to be consistent with the statewide GHG reduction target of AB 32.

Project Consistency: The Project would not conflict with the GHG reduction measures associated with AB 32. Thus, the Project would not conflict with General Plan Policy OSC-10.1

OSC-10.2: Align the city's long-term GHG reduction goal consistent with the statewide GHG reduction goal of Executive Order S-03-05.

Project Consistency: The Project would not conflict with the State's implementation of S-03-05; however, the Project would exceed the applicable numeric threshold and would result in a cumulatively considerable impact with respect to GHG emissions (as discussed in section 5.1). Thus, the Project would potentially conflict with General Plan Policy OSC-10.2 and impacts would be significant.

OSC-10.3: Participate in regional greenhouse gas emission reduction initiatives.

Project Consistency: At the time the NOP for the Project was released (January 2023), there were no additional regional GHG emission reduction activities that applied to the Project. Thus, the Project would not conflict with General Plan Policy OSC-10.3.

OSC-10.4: Consider impacts to climate change as a factor in evaluation of policies, strategies, and projects.

Project Consistency: The Project has considered impacts to climate change as a factor in the evaluation of the Project, as demonstrated throughout Sections 5.1 and 5.2. Furthermore, the Project incorporates a number of mitigation measures and design regulations that would serve to reduce climate change-related impacts. Thus, the Project would not conflict with General Plan Policy OSC-10.4.

OSC-9.5: Comply with the mandatory requirements of Title 24 Part 11 of the California Building Standards Code (CALGreen) and the Title 24 Part 6 Building Energy Efficiency Standards.

Project Consistency: The Project would be conditioned to implement the applicable elements of the California Energy Code, Title 24, Part 6 Building Energy Efficiency Standards and Part 11 CalGreen Standards. The Project would be consistent with OSC-9.5.

SCAG Connect SoCal Consistency

SCAG’s Connect SoCal establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035 as well as an overall GHG target for the Project region consistent with both the target date of AB 32 and the post-2020 GHG reduction goals of Executive Orders 5-03-05 and B-30-15. The Connect SoCal contains over 4,000 transportation projects, ranging from highway improvements, railroad grade separations, bicycle lanes, new transit hubs and replacement bridges. These future investments were included in county plans developed by the six county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region’s network, and expand mobility choices for everyone. The Connect SoCal is an important planning document for the region, allowing project sponsors to qualify for federal funding.

The plan accounts for operations and maintenance costs to ensure reliability, longevity, and cost effectiveness. The Connect SoCal is also supported by a combination of transportation and land use strategies that help the region achieve state GHG emissions reduction goals and Federal Clean Air Act (FCAA) requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry, and utilize resources more efficiently. GHG emissions resulting from development-related mobile sources are the most potent source of emissions, and therefore Project comparison to the RTP/SCS is an appropriate indicator of whether the Project would inhibit the post-2020 GHG reduction goals promulgated by the state. The Project’s consistency with the Connect SoCal’s goals is analyzed in detail in **Table 4.7-4: SCAG’s Connect SoCal Consistency**.

Table 4.7-4: SCAG’s Connect SoCal Consistency

SCAG Goals		Compliance	
GOAL	Encourage regional economic prosperity and global competitiveness.	N/A:	This is not a project-specific policy and is therefore not applicable. However, the Project is located on a mostly vacant site and development of the site would contribute to regional economic prosperity.
GOAL	Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent:	Although this Project is not a transportation improvement project, the Project is located near existing transit routes such as Riverside Transit Agency (RTA) Route 61 along Case Road and Route 28 along SR-74.
GOAL	Enhance the preservation, security, and resilience of the regional transportation system.	Consistent:	Ethanac Road is the primary access roadway for Project-generated traffic and is classified as an expressway in the General Plan. Once fully built out, this expressway will help improve the movement of goods, services, and people through the regional transportation system.
GOAL	Increase person and goods movement and travel choices within the transportation system.	Consistent:	The Project includes a warehouse use that would support goods movement and improve travel choices by paving roadways and is consistent.
GOAL	Reduce greenhouse gas emissions and improve air quality.	Consistent:	The Project is located near existing truck routes and freeways, which would help reduce GHG/air quality emissions.
GOAL	Support healthy and equitable communities	Consistent:	As discussed in the Project Air Quality Assessment, the Project would not exceed regional thresholds for criteria pollutants with implementation of mitigation

SCAG Goals		Compliance	
			measures. The Project would also not exceed localized criteria pollutant thresholds. Projects that do not exceed the SCAQMD’s LSTs would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and result in no criteria pollutant health impacts.
GOAL	Adapt to a changing climate and support an integrated regional development pattern and transportation network.	N/A:	This is not a project-specific policy and is therefore not applicable.
GOAL	Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	N/A:	This is not a project-specific policy and is therefore not applicable.
GOAL 9:	Encourage development of diverse housing types in areas that are supported by multiple transportation options.	N/A:	The Project involves development of a warehouse and does not include housing.
GOAL 10:	Promote conservation of natural and agricultural lands and restoration of habitats.	N/A:	This Project is located on previously disturbed land and is not located on agricultural lands.
Source: Southern California Association of Governments, <i>Connect SoCal (2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy, 2020</i> .			

The goals stated in the Connect SoCal were used to determine consistency with the planning efforts previously stated. As shown in **Table 4.7-4**, the Project would be consistent with the stated goals of the Connect SoCal. Therefore, the Project would not result in any significant impacts or interfere with SCAG’s ability to achieve the region’s post-2020 mobile source GHG reduction targets.

Consistency with the 2022 CARB Scoping Plan

As previously noted, the 2022 Scoping Plan sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. The transportation, electricity, and industrial sectors are the largest GHG contributors in the State. The 2022 Scoping Plan plans to achieve the AB 1279 targets primarily through zero-emission transportation (e.g., electrifying cars, buses, trains, and trucks). Additional GHG reductions are achieved through decarbonizing the electricity and industrial sectors.

Statewide strategies to reduce GHG emissions in the latest 2022 Scoping Plan include implementing SB 100, which would achieve 100 percent clean electricity by 2045; achieving 100 percent zero emission vehicle sales in 2035 through Advanced Clean Cars II; and implementing the Advanced Clean Fleets regulation to deploy zero-electric vehicle buses and trucks. Additional transportation policies include the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, and Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation. The 2022 Scoping Plan would continue to implement SB 375. GHGs would be further reduced through the Cap-and-Trade Program carbon pricing and SB 905. SB 905 requires CARB to create the Carbon Capture, Removal, Utilization, and Storage Program to evaluate, demonstrate, and regulate carbon dioxide removal projects and technology.

As indicated in **Table 4.7-3**, approximately 88 percent of the Project’s mitigated GHG emissions are from mobile sources which would be further reduced by the 2022 Scoping Plan measures described above. It should be noted that the City has no control over vehicle emissions. However, these emissions would decline in the future due to Statewide measures discussed above, as well as cleaner technology and fleet turnover. Several of the State’s plans and policies would contribute to a reduction in mobile source emissions from the Project. These include the following:

- **CARB’s Advanced Clean Truck Regulation:** Adopted in June 2020, CARB’s Advanced Clean Truck Regulation requires truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California is required to be zero-emission. The Advanced Clean Truck Regulation accelerates the transition of zero-emission medium- and heavy-duty vehicles from Class 2b to Class 8.
- **Executive Order N-79-20:** Executive Order N-79-20 establishes the goal for all new passenger cars and trucks, as well as all drayage/cargo trucks and off-road vehicles and equipment, sold in California, will be zero-emission by 2035 and all medium and heavy-duty vehicles will be zero-emission by 2045. It also directs CARB to develop and propose rulemaking for passenger vehicles and trucks, medium- and heavy-duty fleets where feasible, drayage trucks, and off-road vehicles and equipment “requiring increasing volumes” of new ZEVs “towards the target of 100 percent.”
- **CARB’s Mobile Source Strategy:** CARB’s Mobile Source Strategy takes an integrated planning approach to identify the level of transition to cleaner mobile source technologies needed to achieve all of California’s targets by increasing the adoption of ZEV buses and trucks.
- **CARB’s Sustainable Freight Action Plan:** The Sustainable Freight Action Plan which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of ZEV trucks. This Plan applies to all trucks accessing the project site and may include existing trucks or new trucks that are part of the statewide goods movement sector.
- **CARB’s Emissions Reduction Plan for Ports and Goods Movement:** CARB’s Emissions Reduction Plan for Ports and Goods Movement identifies measures to improve goods movement efficiencies such as advanced combustion strategies, friction reduction, waste heat recovery, and electrification of accessories.

While these measures are not directly applicable to the Project, any commercial activity associated with goods movement would be required to comply with these measures as adopted. The Project would not obstruct or interfere with efforts to increase ZEVs or state efforts to improve system efficiency. As such, the Project would not interfere with their implementation.

As discussed above, numerous SCs and mitigation measures would reduce the Project’s mobile source emissions and would support the State’s transition to ZEVs by requiring electrical hookups at all loading bays, promoting the use of alternative fuels and clean fleets, requiring electric vehicle charging stations and/or infrastructure to support the future installation of truck charging stations. The Project would also benefit from implementation of the State programs for ZEVs and goods movement efficiencies that reduce future GHG emissions from trucks. SC-6, as required by the California Building Code, would provide designated parking to promote the use of alternative fuels and clean fleets and facilitate future installation

of electric vehicle supply equipment. In addition, **MM GHG-4** requires EV ready infrastructure and EV charging stations in employee parking lots.

Following compliance with all applicable regulations and mitigation measures, the proposed Project would not conflict with the State's progress towards carbon neutrality under the 2022 Scoping Plan. It is also noted that the Project would not convert any Natural and Working Lands (NWL) and/or decrease the urban forest carbon stock in the State, which are areas of emphasis in the 2022 Scoping Plan.

In conclusion, the Project does not conflict with the applicable plans that are discussed above, and therefore, with respect to this particular threshold, the Project does not have a significant impact. However, despite plan consistency, the Project's long-term operational GHG emissions would exceed the 3,000 MTCO₂e per year threshold despite the implementation of **MM AQ-1** through **MM AQ-5** in the Project Air Quality Assessment and **MM GHG-1** through **MM GHG-6**; thus, the Project could impede California's statewide GHG reduction goals for 2030 and 2050. A potentially significant impact would therefore occur as a result of the Project.

Mitigation Measures

Refer to **MM AQ-1** through **MM AQ-5** in the Air Quality Assessment and **MM GHG-1** through **MM GHG-6** above.

4.7.6 Cumulative Impacts

It is generally the case that an individual project of this size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory. GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. The additive effect of Project-related GHGs would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. As discussed above, the Project-related GHG emissions would exceed the 3,000 MTCO₂e threshold of significance despite implementation of **MM AQ-1** through **MM AQ-5** (refer to **Section 4.2: Air Quality**) and **MM GHG-1** through **MM GHG-6** and could impede statewide 2030 and 2050 GHG emission reduction targets. As such, the Project would result in a potentially significant cumulative GHG impact.

4.7.7 Significant Unavoidable Impacts

Impacts 4.7-1 and 4.7-2 were found to contain potentially significant and unavoidable impacts. Specifically, significant unavoidable impacts would occur in the following areas despite the implementation of the mitigation measures and laws, ordinances, and regulations:

- The Project would generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment (Impact 4.7-1).
- The Project would conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions (Impact 4.7-2).
- The Project would result in significant cumulative GHG emissions.

4.7.8 References

City of Menifee. (2022). *Design Guidelines*. Available at:

[https://www.cityofmenifee.us/DocumentCenter/View/14902/Design-Guidelines_Amended-March-2-2022?bidId=.](https://www.cityofmenifee.us/DocumentCenter/View/14902/Design-Guidelines_Amended-March-2-2022?bidId=)

City of Menifee. (2013). *Menifee General Plan Open Space & Conservation Element*. Available at:

[https://www.cityofmenifee.us/250/Open-Space-Conservation-Element.](https://www.cityofmenifee.us/250/Open-Space-Conservation-Element)

City of Menifee. (2013). *Menifee General Plan Circulation Element*. Available at:

[https://cityofmenifee.us/863/Circulation-Element.](https://cityofmenifee.us/863/Circulation-Element)

Kimley-Horn and Associates, Inc. (2024). *Greenhouse Gas Emissions Assessment (Appendix G)*.

4.8 HAZARDS AND HAZARDOUS MATERIALS

4.8.1 Introduction

This section of the Draft Environmental Impact Report (EIR) evaluates the potential impacts of the Compass Northern Gateway Project (Project) on human health and the environment due to exposure to hazards and hazardous materials or conditions associated with the Project site, Project construction, and Project operations. The Project is composed of three sites referred to as “Project Site 1,” “Project Site 2,” and “Project Site 3,” but when not referring to each site separately, these three will be referred to hereafter as the “Project” or “Project Sites.” Since the release of the Notice of Preparation (NOP) on January 13, 2023, the Project’s design has changed. More specifically, APN 330-180-029 was removed from Project Site 1, and thus reduced the total proposed buildings from three to two, totaling 234,921 square feet (SF). However, to be conservative, this EIR (where applicable) analyzes the previous square footage of 265,821 SF between three buildings.

The following discussion addresses the existing hazards and hazardous materials conditions of the affected environment; considers relevant City of Menifee General Plan (Menifee GP) goals and policies; identifies and analyzes environmental impacts; and recommends conditions of approval or mitigation measures to reduce or avoid adverse impacts anticipated from implementation of the Project, as applicable. The information and analysis herein rely on the following investigations and collectively document the conditions of the site regarding hazards and hazardous materials. The analysis in this section is based, in part, upon the following source(s) found in **Appendix H: Phase I Reports**:

- Partner Engineering and Science Inc. (Partner). August 2021. Phase I Environmental Site Assessment (ESA) Menifee Assemblage (APNs 330-180-010 and 330-180-046). (**Appendix H1**).
- Partner. October 2021. Phase I ESA Residential Property 25025 Corsica Lane (APN 330-180-029). (**Appendix H2**).
- Partner. November 2021. Phase I ESA Menifee 4.5 Acres Goetz Road (APN 330-180-006). (**Appendix H3**).
- LOR Geotechnical Group, Inc. (LOR). March 2022. Phase I ESA Proposed Industrial Development 26201 Wheat Street APN 330-180-012. (**Appendix H4**).
- LOR. March 2022. Phase I ESA Proposed Industrial Development 7.5± Acres of Vacant Land APN 331-060-018 SEC Ethanac and Evans Roads. (**Appendix H5**).

4.8.2 Environmental Setting

Phase I Environmental Site Assessment

The Phase I ESA conducted for each of the Project Sites assessed the potential hazardous impacts on human health and the environment due to exposure to hazardous materials or conditions associated with each Project Site.

Project Site 1 (Corsica Lane) related improvements would occur on three separate accessor parcel numbers (APNs: 330-180-010, -046, and -006) or more specifically at 26201 Wheat Street in the City of Menifee, County of Riverside, State of California.

Project Site 2 (Wheat Street) related improvements would occur on one parcel (APN: 330-180-012) or more specifically at 26201 Wheat Street in the City of Menifee, County of Riverside, State of California.

Project Site 3 (Evans Road) related improvements would occur on one parcel (APN: 331-060-018) southeast of the intersection of Ethanac Road and Evans Road in the City of Menifee, County of Riverside.

Project Site 1 (Corsica Lane) DEV2022-010

Project Site 1 is comprised of three APNs: 330-180-010, -046, and -006. Currently, Project Site 1 is predominately undeveloped. Onsite operations consist of one single-story manufactured dwelling, two tool sheds, and one metal frame detached automobile garage. In addition to the current structures, the property is also improved with a horse corral, a septic system located on the north side of the dwelling, and a water well located on the southeast corner.

Historical Uses of Property

According to available historical sources, Project Site 1 has been primarily undeveloped throughout its researched history of 1901 to present day. No potential environmental concerns were identified in association with the current or former use of Project Site 1.

General Site Characteristics

During the site reconnaissance, Project Site 1 contained no evidence of the following: solid waste disposal; sewage systems or wastewater; wells or cisterns; septic systems; above-ground storage tanks (ASTs) or underground storage tanks (USTs); spills, stains, or other indications that a surficial release occurred; potential PCB-containing equipment (transformers, oil-filled switches, hoists, lifts, dock levelers, hydraulic elevators, etc.); strong, pungent, or noxious odors; drains, sumps, or clarifiers, other than those associated with storm water removal; pits, ponds or lagoons; asbestos-containing materials (ACMs); lead based paint (LBP); radon, mold, or oil and gas.

According to a plate on the well housing, the well depth on July 30, 2018, was 250 feet below ground surface (bgs), and the static water depth was 49 feet bgs.

Project Site 1 is not reported by local regulatory agencies as a regulated site for the use, storage, and management of hazardous substances at this time. No hazardous substances or petroleum products were observed during the site reconnaissance.

Adjacent Property Reconnaissance

Adjacent land use properties around Project Site 1 include undeveloped land, residential, and land utilized for agricultural purposes. During the adjacent property reconnaissance conducted by Partner, no items of environmental concern were identified, including hazardous substances, petroleum products, ASTs, USTs,

evidence of releases, PCBs, strong or noxious odors, pools of liquids, sumps or clarifiers, pits or lagoons, stressed vegetation, or any other potential environmental hazards.

Findings

A recognized environmental condition (REC) refers to the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: due to release to the environment; under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment. RECs were not identified during the Phase I ESA for Project Site 1 (**Appendix H1, H2, H3**).

A controlled recognized environmental condition (CREC) refers to a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls. CRECs were not identified during the Phase I ESA for Project Site 1 (**Appendix H1, H2, H3**).

A historical recognized environmental condition (HREC) refers to a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls. HRECs were not identified during the Phase I ESA for Project Site 1 (**Appendix H1, H2, H3**).

An environmental issue refers to environmental concerns identified, which do not qualify as RECs; however, warrant further discussion. Partner did not identify any environmental issues during the course of this assessment for Project Site 1.

Project Site 2 (Wheat Street) DEV2022-012

LOR performed a Phase I ESA for Project Site 2 (Wheat Street). During December 2021 to March 2022, a Phase I ESA (**Appendix H4**) was conducted for a proposed industrial development, on APN 330-180-012, located at 26201 Wheat Street in Menifee, Riverside County, California. Project Site 2 is currently a rural residential property.

Project Site 2 is largely vacant land with a core area with structures and stored items within the central portion of the site. The structures include a mobile home, garage/shop building, garage/storage building, an old mobile office trailer structure, a lean-to structure, and two sheds. Some concrete flatwork is associated with the mobile home, garage/shop building, and the garage/storage building. Two motorhomes, a vehicle trailer, a travel trailer, three pickup trucks, a car, a tractor, a box truck, and a few flatbed trailers are present. Along the Project Site 2 boundaries are fence lines, with fencing comprised of wooden or steel posts and metal chain-link or metal wire. At the entrance with drive off of Wheat Street, along the east Project Site 2 boundary, is wrought fencing and double gate. Other internal fencing is present, including for a front yard associated with the mobile home and a north-south alignment of two segments of fencing (wood and wire) just west of the middle of the Project Site 2. Project Site 2 is mostly bear with some areas where grass and weeds have recently grown. Landscaped vegetation includes a lawn

in the front yard of the mobile home, bushes and ornamental plants around the mobile home and along the entrance drive off of Wheat Street, and mature trees in various areas of the Project Site 2, including a line of pine trees along the east side of the front yard for the mobile home.

Onsite utilities include an aboveground propane tank located just west of the southwest corner of the mobile home. Underground lines from a utility pole along Wheat Street near the northeast Project Site 2 corner provide electric and telecommunications service. An underground septic tank and leach lines are reportedly present west of the southwest mobile home corner. A groundwater production well, utilized for onsite water, both domestic and irrigation of landscaped vegetation, is located in a wooden well house approximately 55 feet southeast of the mobile home. This well is estimated to be approximately 8 inches in diameter with a downhole pump and associated pressure tank.

Various items are stored within the central portion of the subject property, including various personal and household items, tools, parts, and equipment. At least a couple dozen tires were noted.

Multiple locations with suspected hazardous materials and/or wastes were observed, including the garage/shop building (inside and outside along the north side), garage/storage building, in the northernmost shed, in front of the southernmost shed, and in a partially yellow colored, steel storage structure or cabinet. Several locations of suspected hazardous materials and/or wastes outside and away from structures were also noted. The suspected hazardous materials and/or wastes were observed in numerous containers up to 55 gallons in capacity, though were mostly 5 gallons or less, and include waste oil, gasoline, or diesel fuels, hydraulic or motor oils, grease, solvents, paints, herbicide, insecticide, and fertilizers. A few areas were observed with heavy hydrocarbon-stained soils, likely from waste oils, that appeared to be limited in extent. These areas are located near the northwest and northeast corners of the garage/shop building and near the west side of the old mobile office trailer structure.

Historical Uses of Property

According to available historical sources, Project Site 2 was vacant land dating back to the early 1900s, with dryland farming possibly occurring from at least as far back as 1938 to as late as the 1960s and possibly 1970s. The current rural residential development began around 1988, and at present, includes a mobile home, aboveground propane tank, underground septic tank, a groundwater production well, an old mobile office trailer structure, a garage/shop building, and other outbuildings and sheds.

General Site Characteristics

No evidence of the following was observed onsite, except as mentioned above: petroleum products, solvent degreasers, ASTs, USTs, heating oil use, drums, unidentified containers with hazardous substances/petroleum products, pools of liquid likely to contain hazardous substances/petroleum products, PCBs, stressed vegetation, fill areas with solid waste, sumps, pits/ponds/lagoons, wells, and stormwater and/or wastewater generated from industrial/manufacturing processes. No strong, pungent, or noxious odors were detected.

Records and Database Review

For records relating to environmental compliance and hazardous materials/waste, LOR reviewed databases for records that may pertain to Project Site 2 and adjoining properties. No sites were found at the Project Site 2. The closest plotted sites are located approximately 1,000 feet west-northwest of the Project Site 2. These sites, Ceres Farm West Worm Farm and Perris Greenwaste, both addressed 3202 Goetz Road, are closed land disposal sites. The Ceres Farm West Worm Farm was a municipal solid waste landfill that was closed as of January 2001, with no other pertinent information. The Perris Greenwaste site is indicated to have been a composting facility with an apparent erroneous closure date in January 1965. No other records were found for the Project Site 2 or nearby properties on any other agency records.

Environmental Database Review (EDR) was contacted to provide an environmental database search for the Project Site 2. The database search provides information regarding landfills, USTs, hazardous waste generators, etc., at Project Site 2 and surrounding properties in accordance with ASTM Standards and All Appropriate Inquiries (AAI). Five sites, not including the Project Site 2, were found in EDR's search of available government records within the respective search radii. A copy of the EDR database report, which provides a complete list of the federal, state, tribal, and proprietary records searched, is provided in Appendix G, of the Phase I ESA for Project Site 2 (see **Appendix H4** of the Draft EIR).

Vapor Encroachment Evaluation

As part of the Phase I ESA conducted for Project Site 2, a Vapor Encroachment Screen (VES) was conducted to determine if a vapor encroachment condition (VEC) exists, based on the information obtained during the Phase I ESA for Project Site 2. A VEC is the presence or likely presence of chemicals of concern (COC) vapors in the subsurface of the target property caused by the release of vapors from contaminated soil or groundwater either on or near the target property (i.e., Project Site 2).

There are five sites, not including Project Site 2, listed in environmental regulatory databases within 1 mile of Project Site 2. Based on LORs research and VES, no environmentally impaired properties have current or former releases of hazardous substances and/or petroleum products that are known to have migrated to and/or impacted Project Site 2, and therefore, a VEC can be ruled out.

Adjacent Property Observations

Project Site 2 is located in a historically rural agricultural area that has been replaced over time with increasingly dense residential development. Wheat Street, a wide, distinct dirt road borders the Project Site 2 to the east. Adjacent to the southwest, northwest, and north, and across Wheat Street to the northeast, east, and southeast are vacant properties. Adjacent to the west of the Project Site 2 are four roughly 1-acre residential lots with single-family residences along the south side Ruffian Road, a dirt/gravel road. Adjacent to the south of the Project Site 2 are four roughly 1-acre residential lots with a few single-family residences along the north side of Aaron Alan Drive, a dirt/gravel road.

Findings

The assessment revealed no RECs, CRECs, HRECs, or significant data gaps in connection with the Project Site 2. Numerous onsite containers up to 55 gallons in capacity, though mostly 5 gallons or less, are suspected to include hazardous materials and/or wastes, including waste oil, gasoline or diesel fuels, hydraulic or motor oils, grease, solvents, paints, herbicide, insecticide, and fertilizers. A few areas were observed with heavy hydrocarbon-stained soils, likely from waste oils, that appeared to be limited in extent.

Based on the history of Project Site 2, LOR does not anticipate any significant environmental impact to the Project Site 2. Review of historical aerial photograph images indicates onsite farming practices were limited to dryland farming, possibly as early as 1938 to as late as the 1970s. Based on this, significant impacts to onsite soils from pesticides is not expected, as dryland farming, which appears to have been the only historical farming method used onsite, is not an economically intensive operation, and therefore, residual pesticides at Project Site 2 are not anticipated or not anticipated to be present in concentrations exceeding regulatory screening levels. The Interim Guidance for Sampling Agricultural Properties by the Department of Toxic Substance Control (DTSC) indicates properties that clearly qualify as dryland farming do not need further investigation for pesticides or metals. The observed heavy hydrocarbon-stained surface soils, likely from waste oil, appear to be a de minimis condition.

Based on the results of the Phase I ESA conducted for Project Site 2 (**Appendix H4**), additional environmental investigation of the subject property is not warranted.

Project Site 3 (Evans Road) DEV2022-018

LOR performed a Phase I ESA (**Appendix H5**) for Project Site 3 (Evans Road) during December 2021 to March 2022, located at the southeast corner of the intersection at Ethanac and Evans Roads in Menifee, Riverside County, California. Project Site 3 is comprised of APN 331-060-018 and is currently vacant land with agricultural use (farming), and is planned for industrial development.

The south end, approximately the lower 1/6th of Project Site 3, is the north end of a field with an alfalfa crop. This crop seems generally healthy with sporadic evidence of stressed plants. Along the north side of the alfalfa field onsite is a strip of a high concentrations of weeds (mostly common mallow [*Malva neglecta*]). The remainder of Project Site 3 is disced soil in various states, some very recently disced and some with weeds growing. This area of Project Site 3 is mostly bare soil at ground surface. Along the east subject property boundary, where it borders an area that includes an open, wide storm water drainage channel, is an approximate six-foot-high metal chain-link fence. Tumbleweeds are growing against this fence. Along this fence are survey stakes and yellow paint.

The only evident onsite utility is underground telecommunications running through the far north end and along the roadway for Ethanac Road. Other utilities were observed to be located along the periphery of Project Site 3, including utility poles and lines along the west boundary, an approximate 1-foot wide plastic irrigation pipe along the west boundary, and some type of apparent vent structure, possibly related to a water utility of some type, observed along the curving northeast boundary among tumbleweeds approximately 62 feet south of the paved road for Ethanac Road. A similar vent structure was observed along a sidewalk on the north side of Ethanac Road. A pole-mounted, electrical transformer was observed

on a utility pole with no signs of leakage near the southwest corner of Project Site 3. A sign for recycled water near this pole and the 1-foot irrigation line suggests the irrigation line may be utilizing recycled water.

Small amounts of non-hazardous trash and debris were observed onsite, mostly windblown, but some illegally dumped, including a tire, paper, plastic, glass, styrofoam, cardboard, wood, metal, and small pieces of concrete and asphalt.

Historical Uses of Property

According to available historical sources, Project Site 3 was vacant land dating back to the early 1900s, with dryland and/or irrigated farming dating back to at least 1938, continuing to the present day. Relatively recent farming practices have been reportedly performed without the use of chemicals, including fertilizers, herbicides, and pesticides.

General Site Characteristics

No evidence of the following was observed onsite, except as mentioned above: petroleum products, solvent degreasers, ASTs, USTs, heating oil use, drums, unidentified containers with hazardous substances/petroleum products, pools of liquid likely to contain hazardous substances/petroleum products, PCBs, stressed vegetation, fill areas with solid waste, sumps, pits/ponds/lagoons, wells, and stormwater and/or wastewater generated from industrial/manufacturing processes. No strong, pungent, or noxious odors were detected.

Records and Database Review

For records relating to environmental compliance and hazardous materials/waste, LOR reviewed databases for records that may pertain to Project Site 3 and adjoining properties. No sites were found at Project Site 3. The closest plotted site is Circle K Store #2706013 located at 3150 Case Rd, Building I, approximately 790 feet east-northeast of Project Site 3. This site is a UST site with no apparent reports of leakage.

EDR was contacted to provide an environmental database search for Project Site 3. The database search provides information regarding landfills, USTs, hazardous waste generators, etc., at Project Site 3 and surrounding properties in accordance with ASTM Standards and AAI. Five sites, not including Project Site 3, were found in EDR's search of available government records within the respective search radii. A copy of the EDR database report, which provides a complete list of the federal, state, tribal, and proprietary records searched, is provided in Appendix F, of the Phase I ESA for Project Site 3 (see **Appendix H5** of the Draft EIR).

Vapor Encroachment Evaluation

As part of the Phase I ESA conducted for Project Site 3 (**Appendix H5**), a VES was conducted to determine if a VEC exists, based on the information obtained during the Phase I ESA for Project Site 3.

There are three sites, not including Project Site 3, listed in environmental regulatory databases within 1 mile of Project Site 3. Based on LORs research and VES, no environmentally impaired properties have

current or former releases of hazardous substances and/or petroleum products that are known to have migrated to and/or impacted the Project Site 3, and therefore, a VEC can be ruled out for Project Site 3.

Adjacent Property Observations

Project Site 3 is located in a historically rural agricultural area that has begun replacement over time with commercial and high-density residential developments. Ethanac Road, a divided, 4-lane, asphalt concrete-paved, partially improved roadway borders Project Site 3 to the north. Adjacent to the west is a strip of property that includes a drainage or low area, utility poles and lines, and an approximate 1-foot wide plastic irrigation line partially exposed, followed by a dirt road along Evans Road. During reconnaissance of Project Site 3, drainage water was actively bubbling up into to small drainage channels which merged into one, flowing to the north to a low-lying area within this strip of offsite property. The source of this water appeared to be wash or rinse water from an active wash rack at the horse ranch (“Rancho Fortunado”) across Evans Road to the west of Project Site 3. The low-lying area within the strip of offsite property likely accumulate storm water during significant precipitation events.

These drainage waters do not appear to reach Project Site 3. A 5-quart plastic container with approximately 1 gallon of waste oil and no associated soil staining or other signs of leakage was observed towards the north end of the strip of offsite property. To the southwest across Evans Road and adjacent to the south of Project Site 3 are alfalfa crops. Adjacent to the east is a wide storm water drainage channel, followed by vacant land. This wide storm drainage channel emerges north of Ethanac Road, across from Project Site 3. Another, smaller storm drain channel or possibly narrow basin is present to the northeast and across Ethanac Road. The properties to the north and northeast across Ethanac and beyond the storm water drainage channels are vacant land. To the northwest across Ethanac Road and the wide storm water channel is a field with an irrigated crop, likely alfalfa.

Findings

The assessment revealed no RECs, CRECs, HRECs, or significant data gaps in connection with Project Site 3. The agricultural farming use of Project Site 3 is not anticipated to have an adverse environmental impact to the planned industrial development of the site; however, the agricultural farming use of Project Site 3 is an environmental concern which can be addressed by sampling and analysis of the onsite soils.

Airport Proximity

Portions of the City are in the airport influence areas (AIA) of the March Air Reserve Base (MARB) and the Perris Valley airports. Aircraft overflights, takeoffs, and landings at airports and heliports in the region contribute to the ambient noise environment. The closest airports to the Project Site 1 (Corsica Lane), Project Site 2 (Wheat Street), and Project Site 3 (Evans Road) are the Perris Valley Airport, 1.5 miles northwest from Project Site 1 and 2, and 1.8 miles from Project Site 3, and the MARB, approximately 11.0 miles northwest from Project Site 1 and 2, and 11.3 miles from Project Site 3.

March Air Reserve Base

A portion of the City is covered by MARB Compatibility Zones D (Flight Corridor Buffer) or E (Other Airport Environs), as shown in City’s MARB Land Use Compatibility Map.¹ Project Site 3 is within Zone E of the MARB. Development in this area is subject to the policies of the Riverside County Airport Land Use Compatibility Plan (RCALUCP). Neither Compatibility Zones D or E have density or height restrictions, but uses that are hazardous to flight (physical, visual, and electronic forms that interfere with the safety of aircraft operations) are prohibited. Although no explicit upper limit on usage intensity is defined for Zones D or E, land uses of the types listed in the Compatibility Plan—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks. Additionally, major spectator-oriented sports stadiums, amphitheaters, and concert halls are discouraged beneath principal flight tracks in Zone D, and electromagnetic radiation notification and deed notice and disclosure are required in Zone D but only disclosure is required in Zone E.

Perris Valley Airport

The Perris Valley Airport is a specialized facility catering predominantly to skydivers and ultralight aircraft enthusiasts. According to the Perris Valley Airport Land Use Plan², portions of the AIA are located within City limits, approximately one-mile northwest of the City. Part of the City is in Airport Compatibility Zone E in the Airport Land Use Plan for Perris Valley Airport issued by the Riverside County Airport Land Use Commission in 2010. Land uses that attract very high concentrations of people in confined areas—such as sports stadiums, amphitheaters, and concert halls—are discouraged in Zone E beneath principal flight paths. About 80 percent of airport operations to the south of the airport use one of three general traffic patterns. Only two of these patterns extend over the City while the third turns northward and does not pass over City. The northwest corner of the City is in a zone where the heights of structures are limited pursuant to Part 77 regulations of the Federal Aviation Administration (FAA). Height limits range from about 1,580 feet above mean sea level (amsl)—or 160 feet above ground level—on the north City boundary about 0.4 mile east of Goetz Road, to 1,750 feet amsl about 0.7 mile south of the north City boundary. Affected land uses within the AIA would be Economic Development Corridor (EDC) land uses, and residential land uses. The Project Sites are not, collectively, within a zone of influence for the Perris Valley Airport.

4.8.3 Regulatory Setting

Federal

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) of 1976 (42 United States Code [USC] § 6901 et seq.) is the principal federal law that regulates the generation, management, and transportation of waste. Hazardous waste management includes the treatment, storage, or disposal of hazardous waste. The RCRA

¹ City of Menifee, General Plan. 2010. *Exhibit LU-5b, March Air Reserve Base Land Use Compatibility Map*. <https://cityofmenifee.us/DocumentCenter/View/6010/COM---GP-Exhibit-LU-5a-c?bidId=>. Accessed February 2023.

² City of Menifee, General Plan. 2010. *Exhibit LU-5c, Perris Valley Airport Land Use Compatibility Map*. <https://cityofmenifee.us/DocumentCenter/View/6010/COM---GP-Exhibit-LU-5a-c?bidId=>. Accessed February 2023.

gave the U.S. EPA the authority to control hazardous waste from “cradle to grave,” that is, from generation to transportation, treatment, storage, and disposal, at active and future facilities. It does not address abandoned or historical sites. The RCRA also set forth a framework for managing nonhazardous wastes. Later amendments required phasing out land disposal of hazardous waste and added underground tanks storing petroleum and other hazardous substances.

Comprehensive Environmental Response, Compensation, and Liability Act/Superfund Amendments and Reauthorization Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, was enacted by Congress on December 11, 1980. This law (USC Title 42, Chapter 103) provides broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA establishes requirements concerning closed and abandoned hazardous waste sites; provides for liability of persons responsible for releases of hazardous waste at these sites; and establishes a trust fund to provide for cleanup when no responsible party can be identified. CERCLA also enables the revision of the National Contingency Plan (NCP). The NCP (Title 40, Code of Federal Regulation [CFR], Part 300) provides the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, and/or contaminants. The NCP also established the National Priorities List (NPL). CERCLA was amended by the Superfund Amendments and Reauthorization Act (SARA) on October 17, 1986.

Comprehensive Environmental Response, Compensation, and Liability Information System and the National Priorities List

The U.S. EPA also maintains the Comprehensive Environmental Response Compensation (CERCLIS) and Liability Information System list. This list contains sites that are either proposed to be or on the NPL, as well as sites that are in the screening and assessment phase for possible inclusion on the NPL. The NPL is a list of the worst hazardous waste sites that have been identified by Superfund. There are no NPL sites on the Project site.

Emergency Planning and Community Right-to-Know Act

Title III of SARA authorized the Emergency Planning and Community Right-to-Know Act (EPCRA; 42 USC § 11001 et seq.) to inform communities and citizens of chemical hazards in their areas by requiring businesses to report the locations and quantities of chemicals stored on-site to state and local agencies; releases to the environment of more than 600 designated toxic chemicals; off-site transfers of waste; and pollution prevention measures and activities and to participate in chemical recycling. The U.S. EPA maintains and publishes an online, publicly available, national database of toxic chemical releases and other waste management activities by certain industry groups and federal facilities—the Toxics Release Inventory.

To implement EPCRA, each state appointed a state emergency response commission to coordinate planning and implementation activities associated with hazardous materials. The commissions divided their states into emergency planning districts and named a local emergency planning committee for each district. The federal EPCRA program is implemented and administered in California Governor's Office of

Emergency Services (Cal OES), a state commission, six local committees, and 81 Certified Unified Program Agencies (CUPAs). Cal OES coordinates and provides staff support for the state commission and local committees.

Toxic Substances Control Act

The Toxic Substances Control Act of 1976 (TSCA) provides the U.S. EPA with authority to require reporting, record-keeping and testing requirements, and restrictions relating to chemical substances and/or mixtures. TSCA addresses the production, importation, use, and disposal of specific chemicals including PCBs, asbestos, radon, and LBP. Title IV of the TSCA directs the U.S. EPA to regulate LBP hazards.

TSCA §§ 402 and 404 requires that those engaged in lead abatements, risk assessments and inspections in homes or child-occupied facilities (such as daycare centers and kindergartens) built prior to 1978 be trained and certified in specific practices to ensure accuracy and safety. TSCA § 403, sets standards for dangerous levels of lead in paint, household dust, and residential soil.

Occupational Safety and Health Act

The Federal Occupational Safety and Health Act of 1970 (OSHA) (29 USC § 651 et seq.) authorizes each state (including California) to establish their own safety and health programs with the U.S. Department of Labor, with OSHA approval. The California Department of Industrial Relations regulates implementation of worker health and safety in California. California OSHA enforcement units conduct on-site evaluations and issue notices of violation to enforce necessary improvements to health and safety practices. California standards for workers dealing with hazardous materials are contained in Title 8 of the California Code of Regulations (CCR) and include best practices for all industries (General Industrial Safety Orders), and specific practices for construction and other industries. Workers at hazardous waste sites (or working with hazardous wastes as might be encountered during excavation of contaminated soil) must receive specialized training and medical supervision according to the Hazardous Waste Operations and Emergency Response (HAZWOPER) regulations.

OSHA Regulation 29 CFR Standard 1926.62 regulates the demolition, renovation, or construction of buildings involving lead materials. Federal, state, and local requirements also govern the removal of asbestos or suspected ACMs, including the demolition of structures where asbestos is present. All friable (crushable by hand) ACMs, or non-friable ACMs subject to damage, must be abated prior to demolition following all applicable regulations.

Hazardous Materials Transportation Act

The U.S. Department of Transportation (DOT) receives authority to regulate the transportation of hazardous materials from the Hazardous Materials Transportation Act, as amended and codified (49 USC § 5101 et seq.). The DOT is the primary regulatory authority for the interstate transport of hazardous materials and establishes regulations for safe handling procedures (i.e., packaging, marking, labeling, and routing).

In California, § 31303 of the California Vehicle Code states that any hazardous material being moved from one location to another must use the route with the least travel time. This, in practice, means major roads

and highways, although secondary roads are permitted to be used for local delivery. These policies are enforced by both the California Highway Patrol and the California Department of Transportation (Caltrans).

Clean Water Act/Spill Prevention, Control and Countermeasure (SPCC) Rule

The Clean Water Act (CWA) (33 USC § 1251 et seq.) was enacted with the intent of restoring and maintaining the chemical, physical, and biological integrity of the waters of the U.S. The CWA requires states to set standards to protect, maintain, and restore water quality through the regulation of point source and certain non-point source discharges to surface water. Those discharges are regulated by the National Pollutant Discharge Elimination System (NPDES) permit process (CWA § 402). In California, NPDES permitting authority is delegated to, and administered by, the nine Regional Water Quality Control Boards (RWQCBs). The Project is within the jurisdiction of the Santa Ana RWQCB.³

Section 402 of the CWA authorizes the California State Water Resources Control Board (SWRCB) to issue NPDES General Construction Storm Water Permit (Water Quality Order 99-08-DWQ), referred to as the “General Construction Permit.”

Construction activities can comply with and be covered under the General Construction Permit provided that they:

- Develop and implement a Storm Water Pollution Prevention Plan (SWPPP) which specifies Best Management Practices (BMPs) that will prevent all construction pollutants from contacting stormwater and with the intent of keeping all products of erosion from moving off-site into receiving waters,
- Eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the U.S.; and
- Perform inspections of all BMPs.

NPDES regulations are administered by the RWQCB. Projects that disturb one or more acres are required to obtain NPDES coverage under the Construction General Permits.

Title 40, Code of Federal Regulations, § 61 Subpart M

Title 40 CFR § 61 Subpart M—National Emissions Standards for Asbestos—sets forth emissions standards for asbestos from demolition and renovation activities, and for waste disposal from such activities.

Title 40, Code of Federal Regulations, Part 745

Title 40 CFR Part 745 contains regulations developed under §§ 402 and 406 of the TSCA and applies to all renovations performed for compensation in target housing and child-occupied facilities. The purpose of this part is to ensure the following:

³ California Water Boards. 2021. Santa Ana Region. https://www.waterboards.ca.gov/santaana/about_us/regional_boundaries_map.html. Accessed February 2023.

- Owners and occupants of target housing and child-occupied facilities receive information on LBP hazards before these renovations begin; and
- Individuals performing renovations regulated in accordance with § 745.82 are properly trained; renovators and firms performing these renovations are certified; and the work practices in § 745.85 are followed during these renovations.

Title 29, Code of Federal Regulations, § 1926.62

Title 29 CFR § 1926.62, sets standards for occupational health and environmental controls for lead exposure in construction, regardless of the lead content of paints and other materials. The standards include requirements addressing exposure assessment, methods of compliance, respiratory protection, protective clothing and equipment, hygiene facilities and practices, medical surveillance, medical removal protection, employee information and training, signs, recordkeeping, and observation and monitoring.

U.S. EPA’s Lead Renovation, Repair and Painting Program Rules

The U.S. EPA’s 2008 LBP Renovation, Repair and Painting (RRP) Rule (as amended in 2010 and 2011), aims to protect the public from LBP hazards associated with renovation, repair, and painting activities. These activities can create hazardous lead dust when surfaces with lead paint, even from many decades ago, are disturbed. The rule requires workers to be certified and trained in the use of lead-safe work practices, and requires renovation, repair, and painting firms to be U.S. EPA-certified. These requirements became fully effective April 22, 2010.

Federal Aviation Administration

The basic responsibilities of the FAA, under the U.S. DOT, are the regulation of civil aviation to promote safety, airspace and air traffic management, and the regulation of commercial space transportation. The CFR contains standards for aircraft noise emission levels.

State

California Environmental Protection Agency

The California Environmental Protection Agency (Cal/EPA) was created in 1991, unifying California’s environmental authority in a single cabinet-level agency and bringing the California Air Resources Board (CARB), SWRCB, RWQCB, California Department of Resources Recycling and Recovery (known as CalRecycle and formerly the Integrated Waste Management Board), DTSC, Office of Environmental Health Hazard Assessment, and Department of Pesticide Regulation under one agency. These agencies were placed within the Cal/EPA “umbrella” for the protection of human health and the environment and to ensure the coordinated deployment of state resources. Its mission is to restore, protect, and enhance the environment, to ensure public health, environmental quality, and economic vitality.

Department of Toxic Substance Control

The DTSC is a department of Cal/EPA and is the primary agency in California that regulates hazardous waste, clean-up existing contamination, and looks for ways to reduce the hazardous waste produced in California. The DTSC regulates hazardous waste in California primarily under the authority of the federal

RCRA and the California Health and Safety Code (HSC, primarily Division 20, Chapters 6.5 through 10.6, and Title 22, Division 4.5). Other laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning.

California Government Code (CGC) § 65962.5 (commonly referred to as the Cortese List) includes DTSC-listed hazardous waste facilities and sites, Department of Health Services (DHS) lists of contaminated drinking water wells, sites listed by the SWRCB as having UST leaks and which have had a discharge of hazardous wastes or materials into the water or groundwater, and lists from local regulatory agencies of sites that have had a known migration of hazardous waste/material.

Regional Water Quality Control Board

The RWQCB is a department of Cal/EPA that oversees investigation and cleanup of sites including USTs where wastes have been discharged in order to protect the water quality of the state. The RWQCB regulates wastewater discharges to surface waters and to groundwater. They also regulate storm water discharges from construction, industrial, and municipal activities.

California Office of Emergency Services

To protect the public health and safety and the environment, the California Office of Emergency Services (OES) is responsible for establishing and managing statewide standards for business and area plans relating to the handling and release or threatened release of hazardous materials. Basic information on hazardous materials handled, used, stored, or disposed of (including location, type, quantity, and health risks) needs to be available to firefighters, public safety officers, and regulatory agencies. The information must be included in these institutions' business plans to prevent or mitigate the damage to the health and safety of persons and the environment from the release or threatened release of these materials into the workplace and environment.

These regulations are covered under Chapter 6.95 of the HSC Article 1 – Hazardous Materials Release Response and Inventory Program (§§ 25500 to 25520) and Article 2 – Hazardous Materials Management (§§ 25531 to 25543.3). CCR Title 19, Public Safety, Division 2, Office of Emergency Services, Chapter 4 – Hazardous Material Release Reporting, Inventory, and Response Plans, Article 4 (Minimum Standards for Business Plans) establishes minimum statewide standards for Hazardous Materials Business Plans (HMBP). These plans shall include the following: (1) a hazardous material inventory in accordance with §§ 2729.2 to 2729.7; (2) emergency response plans and procedures in accordance with § 2731; and (3) training program information in accordance with § 2732. Business plans contain basic information on the location, type, quantity, and health risks of hazardous materials stored, used, or disposed of in the state. Each business shall prepare a HMBP if that business uses, handles, or stores a hazardous material or an extremely hazardous material in quantities greater than or equal to the following: 500 pounds of a solid substance, 55 gallons of a liquid, 200 cubic feet of compressed gas, a hazardous compressed gas in any amount, or hazardous waste in any quantity.

California Health and Safety Code

Cal/EPA has established rules governing the use of hazardous materials and the management of hazardous wastes. California HSC § 25531, et seq. incorporate the requirement of Superfund Amendments

and Reauthorization Act and the Clean Air Act as they pertain to hazardous materials. California HSC § 25534 directs owners or operators storing, handling, or using regulated substances exceeding threshold planning quantities to develop and implement a Risk Management Plan. The Risk Management Plans are submitted to the administering agency and possibly the U.S. EPA, depending upon the chemical and the amount, for review.

Hazardous Materials Release Response Plans and Inventory Law

The Hazardous Materials Release Response Plans and Inventory Law (California HSC § 25500 et seq.) aims to minimize the potential for accidents involving hazardous materials and to facilitate an appropriate response to possible hazardous materials emergencies. The law requires businesses that use hazardous materials to provide inventories of those materials to designated emergency response agencies, to illustrate on a diagram where the materials are stored on-site, to prepare an emergency response plan, and to train employees to use the materials safely. Any business that handles hazardous materials in quantities equal to or greater than 55 gallons, 500 pounds, or 200 cubic feet of gas must submit a business plan.

Hazardous Materials Transportation

Section 31303 of the California Vehicle Code and U.S. Department of Transportation regulate hazardous materials transport. The California Highway Patrol and Caltrans are the enforcement agencies. Cal OES provides emergency response services involving hazardous materials incidents.

Hazardous Waste Control Act

The Hazardous Waste Control Act created the State hazardous waste management program, which is similar to but more stringent than the federal RCRA program. The act is implemented by regulations contained in Title 26 of the CCR, which describes the following required aspects for the proper management of hazardous waste: identification and classification; generation and transportation; design and permitting of recycling, treatment, storage, and disposal facilities; treatment standards; operation of facilities and staff training; and closure of facilities and liability requirements. These regulations list more than 800 materials that may be hazardous and establish criteria for identifying, packaging, and disposing of such waste. Under the Hazardous Waste Control Act and Title 26, the generator of hazardous waste must complete a manifest that accompanies the waste from generator to transporter to the ultimate disposal location. Copies of the manifest must be filed with the DTSC.

Unified Hazardous Waste and Hazardous Materials Management Regulatory Program

The Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program) required the administrative consolidation of six hazardous materials and waste programs (Program Elements) under one agency, a CUPA. The Program Elements consolidated under the Unified Program are Hazardous Waste Generator and On-site Hazardous Waste Treatment Programs (“Tiered Permitting”); Aboveground Petroleum Storage Tank SPCC; Hazardous Materials Release Response Plans and Inventory Program (a.k.a. Hazardous Materials Disclosure or “Community-Right-To-Know”); California Accidental Release Prevention Program (Cal ARP); UST Program; and Uniform Fire Code Plans and Inventory Requirements.

The Unified Program is intended to provide relief to businesses complying with the overlapping and sometimes conflicting requirements of formerly independently managed programs. The Unified Program is implemented at the local government level by CUPAs. Most CUPAs have been established as a function of a local environmental health or fire department. Some CUPAs have contractual agreements with another local agency, a participating agency, which implements one or more Program Elements in coordination with the CUPA. The Project site is within Riverside County. The Riverside County Department of Environmental Health Hazardous Materials Branch is responsible for overseeing the six hazardous materials programs in the County. The Riverside County Department of Environmental Health Hazardous Materials Branch is responsible for inspecting facilities that handle hazardous materials, generate hazardous waste, treat hazardous waste, own/operate USTs, own/operate aboveground petroleum storage tanks, or handle other materials subject to the California Accidental Release Program. In addition, the Branch maintains an emergency response team that responds to hazardous materials and other environmental health emergencies 24 hours a day, 7 days a week.⁴

California Aeronautics Act

The State Aeronautics Act included in the California Public Utilities Code establishes statewide requirements for airport land use compatibility planning and requires nearly every county to create an Airport Land Use Commission (ALUC) or other alternative.

California Labor Code

Section 9030 of the California Labor Code states that “[t]he standards board shall adopt one or more standards requiring each employer which uses any carcinogen, including asbestos and vinyl chloride, to submit a written report regarding the use or any incident which results in the release of a potentially hazardous amount of a carcinogen into any area where employees may be exposed.”

California Fire Code

CCR Title 24, Part 9 (California Fire Code) contains regulations relating to construction and maintenance of buildings, the use of premises, and the management of wildland-urban interface areas, among other issues. The California Fire Code is updated every three years by the California Building Standards Commission and was last updated in 2022 (adopted January 1, 2023). The California Fire Code sets forth regulations regarding building standards, fire protection and notification systems, fire protection devices such as fire extinguishers and smoke alarms, high-rise building standards, and fire suppression training. It contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the code also include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. Development under the Project would be subject to applicable regulations of the California Fire Code.

⁴ Riverside County, Department of Environmental Health. 2021. The Riverside County Department of Environmental Health Hazardous Materials Branch. <https://www.rivcoeh.org/OurServices/HazardousMaterials>. Accessed February 2023.

Worker and Workplace Hazardous Materials Safety

The California Division of Occupational Safety and Health (Cal/OSHA) is responsible for developing and enforcing workplace safety standards and ensuring worker safety in the handling and use of hazardous materials. Among other requirements, Cal/OSHA obligates many businesses to prepare Injury and Illness Prevention Plans and Chemical Hygiene Plans. The Hazard Communication Standard requires that workers be informed of the hazards associated with the materials they handle.

Hazardous Materials in Structures: Asbestos-Containing Materials and Lead-Based Paint

Several regulations and guidelines pertain to abatement of and protection from exposure to ACM and LBP, including Construction Safety Orders § 1529 (pertaining to ACM) and § 1532.1 (pertaining to LBP) from Title 8 of the CCR and Part 61, Subpart M, of the CFR (pertaining to ACM). In California, ACM and LBP abatement must be performed and monitored by contractors with appropriate certification from the California Department of Health Services. Asbestos is also regulated as a hazardous air pollutant under the Clean Air Act and a potential worker safety hazard under the authority of Cal/OSHA.

Requirements for limiting asbestos emissions from building demolition and renovation are specified in South Coast Air Quality Management District (SCAQMD) Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). CGC §§ 1529 and 1532.1 provide for exposure limits, exposure monitoring, respiratory protection and good working practice by workers exposed to lead and ACMs.

Requirements for Phase I Environmental Site Assessments

Phase I ESAs are required for land purchasers to qualify for the Innocent Landowner Defense under CERCLA, to minimize environmental liability under other laws such as RCRA, and as a lender prerequisite to extend a loan for purchase of land.

California Health and Safety Code, §§ 17920.10 and 105255

Lead must be contained during demolition activities.

8 CCR §§ 1529 and 1532.1: Worker Safety Standards: Asbestos and Lead

CCR Title 8 § 1529 sets forth worker safety standards for lead exposure for employees conducting demolition, construction, and renovation work, including painting, and decorating.

CCR Title 8 § 1532.1 sets forth worker safety standards for employees in work including construction, demolition, renovation, and maintenance.

Regional

South Coast Air Quality Management District

SCAQMD Rule 1403 governs the demolition of buildings containing asbestos materials. Rule 1403 specifies work practices with the goal of minimizing asbestos emissions during building demolition and renovation activities, including the removal and associated disturbance of ACM.

Riverside County Department of Environmental Health Hazardous Materials Branch

The Riverside County Department of Environmental Health Hazardous Materials Branch is responsible for overseeing the six hazardous materials programs in the County. The CUPA program is designed to consolidate, coordinate, and uniformly and consistently administer permits, inspection activities, and enforcement activities throughout Riverside County.

CUPA consolidates, coordinates, and makes consistent the following hazardous materials and hazardous waste programs:

- Hazardous materials release response plans and inventory (business plan)
- Hazardous waste generation and on-site treatment
- Aboveground Petroleum Storage Act (APSA)/SPCC plan
- USTs
- California Accidental Release Program (CALARP)
- Hazardous materials management plans and inventory statements under California Fire Code

Riverside County Environmental Protection Oversight Division

The Riverside County Community Health Agency, Department of Environmental Health, Environmental Protection Oversight Division is the CUPA for Riverside County. The Certified Unified Program coordinates and makes consistent the administration and enforcement of six environmental and emergency response programs, including: USTs, Business Emergency Plan/Handler Program, Hazardous Waste Generator program, and Accidental Release Prevention Program.

Hazardous Materials Emergency Response Team

The Hazardous Materials Emergency Response Team responds to over 1,100 chemically related emergencies or complaints each year. The program is a joint agency team staffed by the Hazardous Materials Management and Riverside County Fire/California Department of Forestry.

Local Oversight Program

Under contract with the SWRCB, the Riverside County Department of Environmental Health, Local Oversight Program (LOP) oversees the investigation and cleanup of soil and groundwater contamination resulting from unauthorized releases of petroleum products (gasoline, diesel fuel, waste oil, etc.) from leaking USTs (LUSTs). The cleanup of these sites is necessary to protect the groundwaters of the State from contamination and to protect the public from exposure to hazardous materials. During each phase of assessment and cleanup, technical workplans and reports are required to be submitted to and accepted by the LOP. Once assessment and cleanup efforts have been successfully completed, the Riverside County LOP would issue a closure/no further action letter to the responsible parties.

Airports

Airport authorities and other agencies regulate aircraft activity. The City has no direct authority over airport development and operations. The State Aeronautics Act of the California Public Utilities Code

establishes statewide requirements for the airport land use compatibility planning and requires nearly every county to create an airport land use commission or other alternative. Regulations of land uses in airport compatibility zones are implemented by the RCALUC. If the RCALUC determines that a development plan is inconsistent with the Airport Land Use Plan, the RCALUC requires the local agency to reconsider its approval regarding land use compatibility. The local agency may overrule the RCALUC by a two-thirds vote of its governing board if it makes specific findings that the proposed action is consistent with § 21670 of the California Public Utilities Code (California Aeronautics Act).

Local

City of Menifee General Plan

Safety Element

According to the City's Safety Element, the element provides a strategy for city staff, residents, developers, and business owners to effectively address natural and man-made hazards in Menifee, including seismic and geological issues; flood hazards; fire hazards; hazardous materials; wind hazards; and disaster preparedness, response, and recovery.⁵

Goals and policies from the Safety Element applicable to the Project include:

- | | |
|---------------------|---|
| Goal S-4 | A community that has effective fire mitigation and response measures in place, and as a result is minimally impacted by wildland and structure fires. |
| Policy S-4.1 | Require fire-resistant building construction materials, the use of vegetation control methods, and other construction and fire prevention features to reduce the hazard of wildland fire. |
| Policy S-4.4 | Review development proposals for impacts to fire facilities and compatibility with fire areas or mitigate. |
| Goal S-5 | A community that has reduced the potential for hazardous materials contamination. |
| Policy S-5.1 | Locate facilities involved in the production, use, storage, transport, or disposal of hazardous materials away from land uses that may be adversely impacted by such activities and areas susceptible to impacts or damage from a natural disaster. |
| Policy S-5.4 | Ensure that all facilities that handle hazardous materials comply with federal and state laws pertaining to the management of hazardous wastes and materials. |
| Policy S-5.5 | Require facilities that handle hazardous materials to implement mitigation measures that reduce the risks associated with hazardous material production, storage, and disposal. |

⁵ City of Menifee. 2013. *Menifee General Plan Safety Element*. <https://cityofmenifee.us/222/Safety-Element>. Accessed February 2023.

Land Use Element

The Land Use Element generally establishes the density, intensity, and location of land uses throughout the city and is complemented by the additional policy guidance provided in other elements that relate to a specific topic.⁶

Goals and policies from the Land Use Element applicable to the Project include:

Goal LU-4 **Ensure development is consistent with the Riverside County Airport Land Use Compatibility Plan.**

Policy LU-4.2 Ensure that development proposals within the March Air Reserve Base and Perris Valley Airport areas of influence fully comply with the permit procedures specified in Federal and State law, with the referral requirements of the Airport Land Use Commission (ALUC), and with the conditions of approval imposed or recommended by the Federal Aviation Administration and ALUC, such as land use compatibility criteria, including density, intensity, and coverage standards. This requirement is in addition to all other City development review requirements.

City of Menifee Municipal Code

Chapter 8.20, § 010 relates to the adoption of the 2022 California Fire Code. This Section states, “Except as stated in this section or as amended below in this chapter, all of the provisions and appendices of the 2022 California Fire Code, inclusive of all of the inclusions and exclusions set for in each chapter's matrix, are hereby adopted and shall apply to the City of Menifee. In addition, the following provisions that are excluded in the 2022 California Fire Code are hereby adopted, except that Section 103.2 and 111.3 are not adopted, and Chapters 3 and 25 and Sections 403.11, 503, 510.2, and 1103.2 are adopted.” More specifically, § 8.20.170 of the Municipal Code recognizes that Fire Hazard Severity Zones and maps as defined in the California Fire Code includes § 4904 and the revision related to CGC § 51175 through 51189 for Very High Fire Hazard Severity Zones and that these resources are retained on file at the office of the Fire Chief.

City of Menifee Emergency Operations Plan (EOP)

This plan is designed as a reference and guidance document for the foundation of response and recovery operations for the City. The EOP is meant to coordinate with the Riverside County Operational Area (OA) EOP and the City Emergency Operations Center (EOC) to facilitate effective response to any emergency.

This plan establishes the emergency organization, assigns tasks, as well as specifies policies and general procedures during both response and recovery. It also provides for coordination with the County as the OA Lead Agency. This plan includes the critical elements of California’s Standardized Emergency Management System, the National Incident Management System, as well as the Incident Command System, and the National Response Framework.

⁶ City of Menifee. 2013. *Menifee General Plan Land Use Element*. <https://www.cityofmenifee.us/231/Land-Use-Element>. Accessed February 2023.

City of Menifee Local Hazard Mitigation Plan (LHMP)

The purpose of the LHMP is to identify local hazards, review and assess past disaster occurrences, estimate the probability of future occurrences, and set goals to mitigate potential risks (to reduce or eliminate long-term risk) to people and property from natural and man-made hazards.⁷

The City of Menifee LHMP is a new plan to make the City less vulnerable to future hazard events. This plan was prepared pursuant to the requirements of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act), as amended by Section 322 of the Disaster Mitigation Act of 2000 and the 44 CFR Part 201 – Mitigation Planning, to be eligible for Federal Emergency Management Agency Pre-Disaster Mitigation and Hazard Mitigation Grant programs.

4.8.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning hazards and hazardous materials. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section. Accordingly, the Project would have a significant effect on the environment if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- 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;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- 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;
- 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 or excessive noise for people residing or working in the project area;
- Impair implementation of or physically interfere within an adopted emergency response plan or emergency evacuation plan; or
- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

Methodology and Assumptions

The Project is evaluated against the aforementioned significance criteria in order to determine the level of impacts related to hazards and hazardous materials. This analysis also considers existing regulations, laws and standards that serve to avoid or reduce potential environmental impacts, as well as

⁷ City of Menifee. 2021 Local Hazard Mitigation Plan. <https://www.cityofmenifee.us/DocumentCenter/View/12397/Local-Hazard-Mitigation-Plan-LHMP?bidid=>. Accessed February 2023.

recommendations from existing site evaluations. Where significant impacts may remain, feasible mitigation measures are recommended, where warranted, to avoid or lessen the potential for significant adverse impacts to occur.

Approach to Analysis

This analysis of impacts from hazards and hazardous materials examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. Each criterion is discussed in the context of the Project site and the surrounding characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on available information in public databases including local planning documents; a site evaluation of the Project site; review of Project maps and drawings; and analysis of aerial and ground-level photographs. The determination that a Project component would or would not result in "substantial" adverse effects on standards related to hazards and hazardous materials considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components.

4.8.5 Impacts and Mitigation Measures

Impact 4.8-1 *Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Level of Significance: Less Than Significant with Mitigation Incorporated

Project Sites 1, 2 and 3

Construction

Construction activities would include the use of materials such as fuels, lubricants, and greases in construction equipment and coatings used in construction. However, the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard. The use of these materials would also be temporary and short-term or single-use in nature and would cease upon completion of the Project's construction phase. Project construction would involve the use, storage, transport, and disposal of hazardous materials and would therefore be required to conform to existing laws and regulations. Compliance with applicable laws and regulations concerning hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts. Therefore, hazards to the public or the environment arising from the routine transport, use, or disposal of hazardous materials during Project construction would be less than significant.

Grading Activities

Grading activities conducted during Project construction would lead to the disturbance of on-site soils. The handling and transport of these materials and potential exposure to contaminated soils for workers

and the surrounding environment could result in a significant impact. Contaminated soils encountered during grading would be required to be removed and disposed of off-site in accordance with all applicable regulatory guidelines.

The following are findings concluded for each Project Site's respective Phase I ESA.

Project Site 1 (Corsica Lane)

During the site reconnaissance, Project Site 1 contained no evidence of the following: petroleum products, solvent degreasers, heating oil use, drums, unidentified containers with hazardous substances/petroleum products, pools of liquid likely to contain hazardous substances/petroleum products, PCBs, stressed vegetation, fill areas with solid waste, sumps, pits/ponds/lagoons, wells, and stormwater and/or wastewater generated from industrial/manufacturing processes. Additionally, no strong, pungent, or noxious odors were detected, no ASTs or USTs and no RECs, CRECs, or HRECs, were identified. Project Site 1 is not reported by local regulatory agencies as a regulated site for the use, storage, and management of hazardous substances at this time. No hazardous substances or petroleum products were observed during the site reconnaissance.

However, Project Site 1 onsite operations consist of one single-story manufactured dwelling, two tool sheds, and one metal frame detached automobile garage. In addition to the current structures, the property is also improved with a horse corral, a septic system located on the north side of the dwelling, and a water well located on the southeast corner. The residential dwelling onsite was constructed in 2002, and therefore an asbestos evaluation was not required. However, there still remains potential discovery of ACMs.

Project Site 2 (Wheat Street)

During the site reconnaissance, Project Site 2 contained no evidence of the following: petroleum products, solvent degreasers, heating oil use, drums, unidentified containers with hazardous substances/petroleum products, pools of liquid likely to contain hazardous substances/petroleum products, PCBs, stressed vegetation, fill areas with solid waste, sumps, pits/ponds/lagoons, wells, and stormwater and/or wastewater generated from industrial/manufacturing processes. Additionally, no strong, pungent, or noxious odors were detected, no ASTs or USTs and no RECs, CRECs, or HRECs, were identified.

Project Site 2 consists of vacant land, after the recent removal of a single-family residence and three outbuildings and the abandonment of a water well and septic system. Multiple locations with suspected hazardous materials and/or wastes were observed for Project Site 2, as discussed previously. Within Project Site 2, numerous onsite containers up to 55 gallons in capacity were observed and are suspected to include hazardous materials and/or wastes, including waste oil, gasoline or diesel fuels, hydraulic or motor oils, grease, solvents, paints, herbicide, insecticide, and fertilizers. However, based on the history of Project Site 2, LOR does not anticipate any significant environmental impact to the Project Site 2. Review of historical aerial photograph images indicates onsite farming practices were limited to dryland farming, possibly as early as 1938 to as late as the 1970s. Based on this, significant impacts to onsite soils from pesticides is not expected, as dryland farming, which appears to have been the only historical farming method used onsite, is not an economically intensive operation, and therefore, residual pesticides

at Project Site 2 are not anticipated or not anticipated to be present in concentrations exceeding regulatory screening levels.

Project Site 3

During the site reconnaissance, Project Site 3 contained no evidence of the following: petroleum products, solvent degreasers, heating oil use, drums, unidentified containers with hazardous substances/petroleum products, pools of liquid likely to contain hazardous substances/petroleum products, PCBs, stressed vegetation, fill areas with solid waste, sumps, pits/ponds/lagoons, wells, and stormwater and/or wastewater generated from industrial/manufacturing processes. Additionally, no strong, pungent, or noxious odors were detected, no ASTs or USTs and no RECs, CRECs, or HRECs, were identified.

Project Site 3 consists of vacant land partially used for agricultural purposes in conjunction with the adjacent property to the south. Manure, presumed to be used during farming activity, is present at the northern portion of the Project site. The agricultural farming use of Project Site 3 is not anticipated to have an adverse environmental impact to the planned industrial development of the site; however, the agricultural farming use of Project Site 3 is an environmental concern which can be addressed by sampling and analysis of the onsite soils.

Demolition

Project construction would include the demolition of some existing structures noted above. Debris found during demolition would include commonly found structural components as well as potentially contaminated soils due to the Project Site's history of agricultural uses as well as other potentially hazardous material products and byproducts. Although significant quantities of soil are not anticipated to be exported from the Project Sites, disposal or transport of demolition materials and any graded soils from the Project Sites, specifically Project Site 3, may therefore increase the potential for the exposure of hazardous materials. Implementation of Mitigation Measures (**MMs**) **HAZ-1** and **HAZ-2** would ensure proper handling of contaminated soils and substances which may be encountered. Additionally, demolition of buildings and equipment on each of the Project Sites have the potential to expose and disturb ACMs, PCBs, and LBPs. The removal of these hazardous materials, such as PCBs, would be completed in accordance with applicable regulations pursuant to 40 CFR 761 (PCBs) by workers with the HAZWOPER training, as outlined in 29 CFR 1910.120 and 8 CEQA Guidelines 5192. The removal of LBP material shall be implemented in accordance with CEQA Guidelines, Title 8 § 1532.1, the CFR (Title 40, Part 745, and Title 29, Part 1926), the U.S. EPA's Lead Renovation, Repair and Painting Program Rules and Residential Lead-Based Paint Disclosure Program, and §§ 402/404 and 403, and Title IV of the TSCA. As discussed previously, during the on-site inspection, no evidence of PCB contamination was identified. Testing for ACMs and LBPs was not conducted as part of the Phase I ESAs for each of the Project Sites. **MM HAZ-3** requires a Hazardous Building Materials Survey to be conducted prior to demolition activities.

Project Site 1, 2, and 3

Operation

Operation of the Project Sites would involve the use of small amounts of hazardous materials, such as industrial cleansers, greases, and oils for cleaning and maintenance purposes. The Project Sites may also

involve transport, use, and disposal of hazardous materials; the specific substances and quantities of such materials are presently unknown. The use, storage, transport, and disposal of hazardous materials would be governed by existing regulations of several agencies, including the U.S. EPA, U.S. Department of Transportation, California OSHA, and the Riverside County Fire Department. Compliance with applicable laws and regulations governing the use, storage, transportation, and disposal of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts. Additionally, the Project Sites would also be operated with strict adherence to all emergency response plan requirements set forth by the Riverside County Fire Department. Compliance with applicable laws and regulations concerning hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for significant hazards to the public or the environment. Mandatory compliance with laws and regulations, would ensure that operational impacts would be less than significant.

Mitigation Measures

The following measures shall apply to all Project grading and construction activities, including those related to off-site infrastructure or utility improvements that may be necessary to serve the Project:

MM HAZ-1 **Soil Management Plan (SMP).** Prior to issuance of a grading permit or trenching or subsurface excavation for utilities or roadway infrastructure, the Master Developer, Site Developer, or Lead Agency, as applicable, shall retain a qualified environmental consultant to prepare a SMP that details procedures and protocols for on-site management of soils containing potentially hazardous materials.

The SMP shall include, but not be limited to:

- Land use history, including description and locations of known contamination;
- The nature and extent of previous investigations and remediation at the site;
- Identified areas of concern at the site, in relation to proposed activities;
- A listing and description of institutional controls, such as applicable County ordinances and other local, state, and federal regulations and laws that would apply to the project;
- Names and positions of individuals involved with soils management and their specific role;
- An earthwork schedule;
- Requirements for site-specific Health and Safety Plans (HSPs) to be prepared by all contractors at the project site. The HSP should be prepared by a Certified Industrial Hygienist and would protect on-site workers by including engineering controls, personal protective equipment, monitoring, and security to prevent unauthorized entry and to reduce construction related hazards. The HSP should address the possibility of encountering subsurface hazards including hazardous waste contamination and include procedures to protect workers and the public;

- Hazardous waste determination and disposal procedures for known and previously unidentified contamination, including those associated with any soil export activities, if applicable;
- Requirements for site specific techniques at the site to minimize dust, manage stockpiles, run on and run-off controls, waste disposal procedures, etc.; and
- Copies of relevant permits or closures from regulatory agencies.

MM HAZ-2

If potentially contaminated soil is identified during site disturbance activities for the Project, as evidenced by discoloration, odor, detection by instruments, or other signs, a qualified environmental professional shall inspect the site, determine the need for sampling to confirm the nature and extent of contamination, and provide a written report to the Master Developer, Site Developer, or Lead Agency, as applicable, stating the recommended course of action. Depending on the nature and extent of contamination, the qualified environmental professional shall have the authority to temporarily suspend construction activity at that location for the protection of workers or the public. If, in the opinion of the qualified environmental professional, substantial remediation may be required, the Master Developer, Site Developer, or Lead Agency, as applicable, shall contact representatives of the Riverside County Fire Department and/or DTSC for guidance and oversight and shall comply with all performance standards and requirements of the respective agency for proper removal and disposal of contaminated materials. In addition, any activities which will disturb portions of the property subject to a land use covenant (LUC) (e.g., excavation, grading, removal, trenching, filling or earth movement) shall require proper notification to DTSC in accordance with the terms of the LUC.

MM HAZ-3

Prior to issuance of a demolition permit of the on-site structures, preparation of a demolition plan for the safe dismantling and removal of building components and debris including a plan for lead and asbestos abatement shall be required. The demolition plan shall be submitted to the City for review and approval prior to commencement of construction activities.

Prior to demolition activities, an asbestos and lead-based paint survey shall be conducted by an Asbestos Hazard Emergency Response Act (AHERA) and California Division of Occupational Safety and Health (Cal/OSHA) certified building inspector to determine the presence or absence of asbestos-containing materials (ACMs) and lead-based paint (LBP). The sampling method to be used shall be based on the statistical probability that construction materials similar in color and texture contain similar amounts of asbestos and LBP. In areas where the material appears to be homogeneous in color and texture over a wide area, bulk samples shall be collected at discrete locations from within these areas. In unique or nonhomogeneous areas, discrete samples of potential ACMs shall be collected. The survey shall identify the likelihood that asbestos and LBP is present in concentrations greater than one percent in construction materials. If ACMs and LBPs are located, abatement of asbestos and lead shall be completed prior to any activities that would disturb ACMs and LBPs or create an airborne asbestos or lead hazard.

Asbestos removal shall be performed by a State certified asbestos containment contractor in accordance with the South Coast Air Quality Management District (SCAQMD) Rule 1403. Common asbestos abatement techniques involve removal, encapsulation, or enclosure. The removal of asbestos is preferred when the material is in poor physical condition and there is sufficient space for the removal technique. The encapsulation of asbestos is preferred when the material has sufficient resistance to ripping, has a hard or sealed surface, or is difficult to reach. The enclosure of asbestos is to be applied when the material is in perfect physical condition, or if the material cannot be removed from the site for reasons of protection against fire, heat, or noise.

Impact 4.8-2 *Would the Project 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?*

Level of Significance: Less Than Significant with Mitigation Incorporated

Project Site 1, 2, and 3

Construction

As described in Impact 4.8-1 above, Project construction activities would include the use of materials such as fuels, lubricants, and greases in construction equipment and coatings used in construction. Furthermore, Project development could potentially result in hazards to the public or the environment through the accidental upset or release of hazardous materials caused by accidental spillage of hazardous materials used during construction phases, or as a result of the exposure of contaminated soil during grading activities. Database searches did not reveal any ASTs or USTs located on the Project Sites. No RECs, CRECs, or HRECs were identified for the Project Sites. Furthermore, the Project Sites are not identified on any databases, including the Cortese list.⁸ Additionally, the Project Sites have not been cited or issued violation notices by any environmental regulatory agency for improper use or disposal of hazardous materials.

Compliance with applicable laws and regulations concerning hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts. For example, all spills or leakage of petroleum products during construction activities are required to be immediately contained, the hazardous material identified, and the material remediated in compliance with applicable regulations, such as RCRA, for the cleanup and disposal of that contaminant. All contaminated waste would be required to be collected and disposed of at an appropriately licensed disposal or treatment facility under SCAQMD Rule 1166. Furthermore, strict adherence to all emergency response plan requirements set forth by Riverside County Fire Department would be required through the duration of the Project construction phase. Project construction workers would also be required to conduct safe handling of hazardous material, as stated previously. Despite the limited potential for the exposure of the public and environment to hazardous materials, with **MMs HAZ-1**

⁸ DTSC. 2022. EnviroStor Hazardous Waste and Substances Site List (Cortese). <https://dtsc.ca.gov/dtscs-cortese-list/>. Accessed February 2023.

through **HAZ-3** and compliance with all applicable federal, State, and regional regulations, the impact would be reduced to less than significant levels with mitigation incorporated.

Project Site 1, 2, and 3

Operations

Operation of the Project Sites would involve typical hazardous materials and chemicals such as solvents and cleaning products associated with operation of an industrial/warehouse type use. As discussed in Impact 4.8-1 above, any routine transport, use, and disposal of these materials during warehouse operations must adhere to federal, state, and local regulations for transport, handling, storage, and disposal of hazardous substances. Prior to Project approval, a HMBP also would be required for approval to show conformance with all applicable materials handling protocols. Adherence to these regulations is overseen and enforced by the Riverside County Department of Environmental Health Hazardous Materials Branch. As stated previously, the CUPA program provided by the County is designed to consolidate, coordinate, and uniformly and consistently administer permits, inspection activities, and enforcement activities throughout Riverside County. Furthermore, household hazards such as cleaners and solvents contain such low quantities of liquid and material that they do not pose a significant threat related to the release of hazardous materials into the environment. Therefore, the Project would not 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.

Mitigation Measures

MM HAZ-1, 2, and 3 would apply.

Impact 4.8-3 ***Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

Level of Significance: No Impact

Project Site 1, 2, and 3

Construction and Operations

The Project would not emit hazardous emissions or include the handling of hazardous or acutely hazardous materials, substances, and/or wastes within one-quarter mile of an existing or proposed school. The transport of hazardous substances or materials to-and-from the Project Sites during construction and long-term operational activities would be required to comply with applicable federal, state, and local regulations intended to reduce public safety hazards. Project Site 1, Project Site 2, and Project Site 3 are all located the Romoland School District⁹ and the Perris Union High School District.¹⁰ Schools closest to the Project sites include Romoland Elementary located at 25890 Antelope Road, Menifee, CA 92585, and Hans Middle School located at 27625 Sherman Road, Menifee, CA 92585.

⁹ Romoland School District. 2017. 2016-2017 Elementary School Boundaries. https://www.romoland.net/cms/lib/CA01902709/Centricity/domain/19/documents/BoundaryMap_4-11-2017.pdf (accessed December 2022).

¹⁰ Perris Union High School District. ND. District and High School Boundaries. <https://www.puhisd.org/Content2/school-boundaries-and-transfers> (accessed December 2022).

Romoland Elementary School is approximately 2.8 miles east of Project Site 1 and Project Site 2 and approximately 1.4 miles east of Project Site 3. Hans Middle School is approximately 2.5 miles southeast of Project Site 1; 2.7 miles southeast of Project Site 2; and 1.8 miles southeast of Project Site 3. These would fall outside of the 0.25-mile requirement of this threshold. Notwithstanding, the routine transport, use, and disposal of hazardous materials must adhere to federal, state, and local regulations for transport, handling, storage, and disposal of hazardous substances. Compliance with the regulatory framework would ensure Project construction would not create a significant hazard to nearby schools due to the transport of any hazardous materials on local roadways. No impact would occur.

Mitigation Measures

No mitigation is necessary.

Impact 4.8-4 ***Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?***

Level of Significance: Less Than Significant

Project Site 1

Construction and Operations

According to the Phase I ESA conducted for Project Site 1, the site was not identified on the DTSC Hazardous Waste Tracking System (HWTS) for disposal of hazardous wastes or the EnviroStor database for known release cases. Project Site 1 is not included on the hazardous sites list compiled pursuant to California Government Code § 65962.5 (Cortese List).¹¹ Therefore, no significant adverse impacts relative to Cortese List sites which would occur with Project implementation.

Project Site 2

Construction and Operations

According to the Phase I ESA conducted for Project Site 2, the California DTSC Site Mitigation and Brownfields Reuse Program's ENVIROSTOR database identifies sites that have known contamination or sites for which there may be reasons to investigate further. There are two EnviroStor sites listed over 0.1 mile from Project Site 2. The closest site, Monument Ranch Site at Goetz and Ethanac Roads, is a school investigation site for property with an agricultural use history, including orchard and row crops. Preliminary Endangerment Assessment was conducted in 2006, with a regulatory closure ("No Further Action") status as of June 2006. Additionally, one site, Native Plant at 202 (East) Ethanac (Road) over 0.3 mile from Project Site 2, is listed in the Cortese database. This same site is listed in the LUST database and is listed in the Cortese database with a closed LUST regulatory case. However, none of the identified sites are within Project Site 2. The routine transport, use, and disposal of hazardous materials that will occur onsite and around the site must adhere to federal, state, and local regulations for transport,

¹¹ California, State of, Department of Toxic Substances Control, DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List). <https://dtsc.ca.gov/dtscs-cortese-list/> (accessed February 2023).

handling, storage, and disposal of hazardous substances. Compliance with the regulatory framework would ensure Project construction and operations would not create a significant hazard and a less than significant impact would occur.

Project Site 3

Construction and Operations

According to the Phase I ESA conducted for Project Site 3, three sites, not including Project Site 3, were found in EDR's search of available government records within the respective search radii. There is one EnviroStor site listed 0.5 mile from Project Site 3, identified as The Club K-8 School at Evans Road and Nova Lane. It is a school investigation site for property with an agricultural use history, including row crops. Preliminary Endangerment Assessment was conducted in April 2003, with a regulatory closure ("No Further Action") status as of April 2003. Another site 0.6 miles east of Project Site 3, Emarra, Inc. at 1765 Ethanac Road, contains three USTs permitted under the CRDEH and is identified on the UST database and CERS HAZWASTE database. This site is listed as a hazardous waste generator. RCRA Info is EPA's comprehensive information system that includes selective information on sites which generate, transport, store, treat, and/or dispose of hazardous waste as defined by RCRA. Non-Generators do not presently generate hazardous waste. One site, Waste Management of Moreno Valley (incorrectly spelled as Marino Valley) at 26824 Ethanac Road, is listed in this database over 0.1 mile east-northeast of the subject property with no listed violations. However, none of the identified sites are within Project Site 2. The routine transport, use, and disposal of hazardous materials that will occur onsite and around the site must adhere to federal, state, and local regulations for transport, handling, storage, and disposal of hazardous substances. Compliance with the regulatory framework would ensure Project construction and operations would not create a significant hazard and a less than significant impact would occur.

Mitigation Measures

No mitigation is necessary.

Impact 4.8-5 ***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 or excessive noise for people residing or working in the project area?***

Level of Significance: Less Than Significant

Project Site 1, 2, and 3

Construction and Operations

Portions of the City are in the AIA of the MARB and the Perris Valley Airport governed by the RCALUC. The basic function of airport land use compatibility plans is to promote compatibility between airports and the land uses that surround them. A portion of the Perris Valley Airport AIA is located within northwestern part of the City. Part of the City is in Airport Compatibility Zone E in the Airport Land Use Plan for Perris

Valley Airport issued by the RCALUC.¹² Affected land uses within the AIA would be Economic Development Corridor (EDC) land uses and residential land uses. A large portion of the Project site is located within Compatibility Zone E of the Perris Valley Airport. The risk level for safety and airspace protection factors is low. Only 10 to 15 percent of near-airport accidents take place in Zone E. There are risk concerns only with uses for which potential consequences are severe (e.g., very-high intensity activities in a confined area). With regard to noise impacts, the Project Sites are beyond the 55-CNEL contour. There are occasional overflights intrusive to some outdoor activities.¹³

The Project Sites are located within Compatibility Zones E of the MARB. Within Compatibility Zone E of the AIA, residential density and non-residential intensity are not restricted. Furthermore, based on the MARB Inland Airport Land Use Compatibility Plan – Map MA – 1 noise impacts are low to moderate and risk of accidents is low. Airspace protection is the major concern in that aircraft pass over these areas while flying to, from, or around the MARB.¹⁴

All new development would be in accordance with the Compatibility Zone E and all state, county, and local goals, policies, and regulations. Furthermore, the Project Sites do not require review by ALUC because the City of Menifee is consistent with the Perris Valley and MARB airport land use compatibility plan and therefore, would not result in a significant impact. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation is necessary.

Impact 4.8-6 ***Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

Level of Significance: Less Than Significant

Project Site 1, 2, and 3

Construction and Operations

When construction occurs on the Project Sites, with the exception of worker vehicle trips and transportation of construction materials, the majority of the proposed work would occur within the boundaries of the site and would not impede access to nearby roadways. There would be required off-site improvements as part of the Project. However, all off-site improvements to be constructed would require a Traffic Control Plan be processed for approval by the City to ensure adequate roadway circulation can be maintained during off-site construction. The City does not designate any roads as emergency evacuation routes and any future construction activities on the site would not affect any

¹² Riverside County ALUC. 2011. Perris Valley Airport Compatibility Plan. [http://www.rcaluc.org/Portals/13/19%20-%20Vol.%201%20Perris%20Valley%20\(Final-Mar.2011\).pdf?ver=2016-08-15-155627-183](http://www.rcaluc.org/Portals/13/19%20-%20Vol.%201%20Perris%20Valley%20(Final-Mar.2011).pdf?ver=2016-08-15-155627-183). Accessed February 2023.

¹³ Riverside County ALUC. 2004. Riverside County Airport Land Use Compatibility Plan Policy Document. <http://www.rcaluc.org/Portals/13/PDFGeneral/plan/newplan/05-%20Vol.%201%20Individual%20Airports.pdf>. Accessed February 2023.

¹⁴ City of Perris. ND. March Air Reserve Base and the Perris Valley Airport Overlay Zone. <https://www.cityofperris.org/home/showpublisheddocument/1835/637209993691700000>. Accessed February 2023.

evacuation route and would not interfere with the City's emergency management program. As discussed, construction activities may require the transport of heavy equipment and materials to and from the site.

These activities may temporarily impede traffic flows; however, these impediments would be localized and short-term in nature. Impacts in this regard would be less than significant.

The City has adopted an Emergency Operations Plan (<https://cityofmenifee.us/DocumentCenter/View/12396/Emergency-Operations-Plan-EOP?bidId=>) to identify hazard situations, phases of emergency management, and communication and warning systems available to effectively deal with emergency situations. No revisions to the adopted Emergency Operations Plan would be required as a result of construction on the Project Sites. The nearest fire station is the Riverside County Fire Station 7 (located at 28349 Bradley Road, Sun City, CA 92586), located approximately two miles south of the Project Sites on Bradley Road. Should a response from the station or other fire station to the site or other nearby uses be required, response times would not be impacted because primary access to all major roads would be maintained during demolition and construction.

Although the City does not have any designated emergency evacuation routes, I-215 may be considered an emergency route as it traverses the City and provide access to many main thoroughfares. Evacuation routes in the Project area include I-215, Case Road, Ethanac Road, Murrieta Road, and Goetz Road.¹⁵ Furthermore, design of any needed roadway improvements and subsequent construction due to increased traffic volumes on local roadways would comply with the applicable federal, state, and local requirements related to emergency access and evacuation plans. The proposed design and construction plans for any future construction and roadway improvements, including potential mitigation (road widening or intersection improvements) to accommodate any future increase in traffic volume would be reviewed and approved by the City engineering department and fire marshal (if needed) during the plan review and prior to Project approval.

Neither construction or operations of the Project Sites would disrupt or interfere with emergency access or impede access to nearby roadways or would interfere with the City's emergency operations plan. The Project would comply with design standards for emergency services and would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant in this regard and mitigation is not necessary.

Mitigation Measures

No mitigation necessary.

Impact 4.8-7 ***Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?***
Level of Significance: Less Than Significant

¹⁵ City of Menifee. ND. Menifee General Plan, Exhibit S-9 Evacuation Routes.
<https://www.cityofmenifee.us/DocumentCenter/View/14711/Evacuation-Routes>. (accessed June 2023).

Project Site 1, 2, and 3

Construction and Operations

The Project Sites are located in a Local Responsibility Area and is not located within a State Responsibility Area or a very high fire hazard severity zone.¹⁶ According to the City's High Fire Hazard Areas Map¹⁷, Project Site 1 and 2 are located within a High Fire Hazard Severity Zone. Project Site 3 however, is not identified by the City within an area susceptible to wildland fires. See **Section 4.16: Wildfire** for additional information. The Project Sites and surrounding areas generally consist of agricultural, commercial, transportation, or residential uses, which are generally not associated with wildland fire hazards. The Project would comply with all applicable local and state regulations related to fire safety, as evaluated through the City's standard development review process. Impacts would be less than significant.

Mitigation Measures

No mitigation necessary.

4.8.6 Cumulative Impacts

The area considered for cumulative impacts is the City and related projects. Hazards and hazardous waste impacts are typically unique to each site and do not usually contribute to cumulative impacts. Cumulative development projects would be required to assess potential hazardous materials impacts on the development site prior to grading. The Project and other cumulative projects would be required to comply with laws and regulations governing hazardous materials and hazardous wastes used and generated as described previously. Therefore, cumulative impacts related to hazards and hazardous materials would be less than significant after regulatory compliance.

The areas considered for cumulative airport-related hazards impacts are the AIAs of the MARB and the Perris Valley Airport. Some Projects may be proposed within the safety compatibility zones of the MARB and the Perris Valley Airport AIAs, and thus could expose the nearby population to potential airport-related hazards. Airport land use planning agencies for the MARB and the Perris Valley Airport regulate development within their safety compatibility zones. Projects proposed within safety compatibility zones would be required to comply with each safety zone's respective land use regulations set forth by the affected agencies. After regulatory compliance, cumulative impacts would be less than significant.

4.8.7 Significant Unavoidable Impacts

No significant unavoidable hazards and hazardous materials impacts have been identified.

4.8.8 References

California Water Boards. 2021. Santa Ana Region.

https://www.waterboards.ca.gov/santaana/about_us/regional_boundaries_map.html.

¹⁶ Cal Fire FHSZ Viewer Map. 2022. <https://egis.fire.ca.gov/FHSZ/>. (accessed October 2022).

¹⁷ City of Menifee. 2012. *High Fire Hazard Areas Map*. https://www.cityofmenifee.us/DocumentCenter/View/1033/S-6_HighFireHazardAreas_HD0913?bidId=. (accessed October 2022).

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[https://cityofmenifee.us/DocumentCenter/View/6010/COM---GP-Exhibit-LU-5a-c?bidId=.](https://cityofmenifee.us/DocumentCenter/View/6010/COM---GP-Exhibit-LU-5a-c?bidId=)

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Department of Toxic Substance Control. 2022. EnviroStor Hazardous Waste and Substances Site List (Cortese). <https://dtsc.ca.gov/dtscs-cortese-list/>.

LOR Geotechnical Group, Inc. (LOR). March 2022. Phase I ESA Proposed Industrial Development 26201 Wheat Street APN 330-180-012.

LOR. March 2022. Phase I ESA Proposed Industrial Development 7.5± Acres of Vacant Land APN 331-060-018 SEC Ethanac and Evans Roads.

Partner Engineering and Science Inc. (Partner). August 2021. Phase I Environmental Site Assessment (ESA) Menifee Assemblage (APNs 330-180-010 and 330-180-046).

Partner. October 2021. Phase I ESA Residential Property 25025 Corsica Lane (APN 330-180-029).

Partner. November 2021. Phase I ESA Menifee 4.5 Acres Goetz Road (APN 330-180-006).

Riverside County ALUC. 2011. Perris Valley Airport Compatibility Plan.
[http://www.rcaluc.org/Portals/13/19%20-%20Vol.%201%20Perris%20Valley%20\(Final-Mar.2011\).pdf?ver=2016-08-15-155627-183](http://www.rcaluc.org/Portals/13/19%20-%20Vol.%201%20Perris%20Valley%20(Final-Mar.2011).pdf?ver=2016-08-15-155627-183).

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<http://www.rcaluc.org/Portals/13/PDFGeneral/plan/newplan/05-%20Vol.%201%20Individual%20Airports.pdf>.

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<https://www.rivcoeh.org/OurServices/HazardousMaterials>.

4.9 HYDROLOGY AND WATER QUALITY

4.9.1 Introduction

This section of the Draft Environmental Impact Report (EIR) describes the hydrologic and water quality conditions on and around the Compass Northern Gateway Project (Project) sites. The Project is comprised of three detached sites referred to as “Project Site 1,” “Project Site 2,” and “Project Site, 3” but when not referring to each site separately, these three sites will be referred hereafter as the “Project or “Project Sites.” Since the release of the Notice of Preparation (NOP) on January 13, 2023, the Project’s design has changed. More specifically, APN 330-180-029 was removed from Project Site 1, and thus reduced the total proposed buildings from three to two, totaling 234,921 square feet (SF). However, to be conservative, this EIR (where applicable) analyzes the previous square footage of 265,821 SF between three buildings.

This section evaluates whether implementation of the Project would result in adverse effects to hydrologic resources. The setting, context, and impact analysis in this section are based on the Project Specific Water Quality Management Plans (WQMPs) and the Preliminary Drainage Analyses, prepared by CASC Engineering and Consulting. Additional background information for this section was obtained from the City of Menifee’s (City) General Plan (Menifee GP) and Menifee GP EIR. The information and analysis rely on the following reports found in **Appendix I: Hydrology and Water Quality Reports**:

- CASC Engineering and Consulting. (2022). *Preliminary Drainage Analysis for Goetz Road/Corsica Lane (Appendix I1)*;
- CASC Engineering and Consulting. (2022). *Preliminary Drainage Analysis for Wheat Street (Appendix I2)*;
- CASC Engineering and Consulting. (2022). *Preliminary Drainage Analysis for Menifee Industrial 3 (Appendix I3)*;
- CASC Engineering and Consulting. (2022). *Preliminary WQMP for Goetz Road, Menifee Industrial Buildings (Appendix I4)*;
- CASC Engineering and Consulting. (2022). *Preliminary WQMP for Wheat Street, Menifee No. 2 (Appendix I5)*;
- CASC Engineering and Consulting. (2022). *Preliminary WQMP for Menifee Industrial 3 (Appendix I6)*; and
- City of Menifee. 2013. Draft Environmental Impact Report. *Hydrology and Water Quality*.

4.9.2 Environmental Setting¹

Existing Conditions

Regional Drainage

The City, including the Project, are located in the San Jacinto Subbasin within the Santa Ana River Watershed. The Santa Ana River Watershed includes much of Orange County, the northwestern corner of

¹ City of Menifee. Draft Environmental Impact Report. September 2013. Hydrology and Water Quality. Retrieved from: <https://www.cityofmenifee.us/DocumentCenter/View/1109/Ch-05-09-HYD?bidid=> (accessed February 2023)

Riverside County, a portion of southwestern San Bernardino County, and a portion of Los Angeles County. The Santa Margarita Watershed is located south of the Santa Ana River Watershed and the Salton Sea and Southern Mojave Watersheds are located to the east. The Mojave and San Gabriel Watersheds are located to the north and west, respectively. The Santa Ana River Watershed covers approximately 2,800 square miles, with about 700 miles of rivers and major tributaries. The San Jacinto River originates in the San Jacinto Mountains and flows approximately 42 miles westward to Lake Elsinore. During heavy storms and flooding events, Lake Elsinore overflows into Temescal Creek, which flows northwest and discharges into the Santa Ana River. The southeast corner of the City is in the Warm Springs Creek Watershed, part of the larger Santa Margarita Watershed.

Local Drainage

Salt Creek

The Salt Creek drainage occupies the southernmost part of the San Jacinto River Basin, reaching into nearly all of the City. Salt Creek bisects the City and has a large impact on zoning, development, and flood-hazard management. The lowlands around Salt Creek have experienced numerous floods over the past century, due in part to the flatness of the valleys and the constricted entrance to the hills at the western edge of the City. The potential for Salt Creek to flood surrounding properties in the area has been reduced in recent years through the development of flood control measures, such as channelization and land use restrictions. However, because many of the road crossings are not designed to convey major storm flows, Salt Creek remains problematic. The Salt Creek channel discharges into the Railroad Canyon Reservoir at the corporate boundary between the City and Canyon Lake, located within the City of Canyon Lake.

Ethanac Wash

Ethanac Wash includes the southwestern flank of the rugged Lakewood Mountains, in addition to the communities of Romoland and Homeland within the City. The drainage network begins in the Juniper Flats area within the highest part of the mountains and includes numerous steep-sided channels that are generally dry except during storms or where springs are present. Upon reaching the alluvial fan surface, the drainage channels become increasingly less well defined, and the runoff eventually coalesces into sheet flow across the valley floor. Runoff that crosses the Romoland portion of the City, eventually reaches the San Jacinto River; however, the flow is impeded by the Burlington Northern Santa Fe (BNSF) railroad tracks and Interstate 215 (I-215), causing ponding of water upstream of these structures.

Quail Valley

The community of Quail Valley within the City occupies a small drainage basin that is a tributary of Railroad Canyon. Flooding problems on the floor of Quail Valley are due in part to the original layout of the streets and homes in the 1950s, which consists of a grid pattern superimposed on the natural, irregular drainage network.

Other Drainages

The southeastern corner of the City area is in the Santa Margarita River Watershed and drains southward via numerous small tributaries to Warm Springs Creek. This creek passes through a small gap in the hills

in the southeastern corner of the City. In the southwestern corner, a drainage divide located inside the City's boundaries, separates the Salt Creek watershed from streams flowing toward the Elsinore Valley.

Local Groundwater

According to the City's Groundwater Basins Map,² much of the City overlies the Perris South and Menifee Management Zones of the San Jacinto Groundwater Basin. The Project Sites are located in the Perris South Management Zone of the San Jacinto Groundwater Basin, underlying the San Jacinto Watershed. The San Jacinto Groundwater Basin underlies several valleys in the southwestern portion of Riverside County.

The Vandeventer Flat Groundwater Basin bounds the San Jacinto Groundwater basin to the southeast, otherwise the basin is generally bounded by impermeable rocks of the San Jacinto Mountains. Quaternary age, younger, and older alluvium that consist of clay, silt, sand, and gravel line the San Jacinto Groundwater basin. The basin receives an annual precipitation of approximately 14 to 28 inches and drains through the South Fork of the San Jacinto River. Groundwater is also produced from residuum and from fractured crystalline rocks below the basin. Recharge of this basin is likely from percolation of precipitation and runoff, and subsurface flow from the San Jacinto Mountains and Lake Perris.

Groundwater Quality

The Perris South and Menifee Management Zones are parts of the West San Jacinto Basin Water Management Area. Groundwater in this area is affected by high levels of total dissolved solids (TDS). The high TDS groundwater migrates into the Lakeview portion of the Lakeview/Hemet North management zone, an area of good quality groundwater. The Eastern Municipal Water District (EMWD) operates two desalination facilities that recover high TDS groundwater from the Menifee and Perris South Management Zones and the Lakeview portion of the Lakeview/Hemet North Management Zone, for potable use. The Menifee Desalter and Perris I Desalter have a combined capacity of 7,500 acre-feet per year, or about 6.7 million gallons per day.

Project Site Drainage

Project Site 1 (Corsica Lane) DEV2022-010

According to the Preliminary Drainage Analysis (**Appendix I1**), the majority of Project Site 1 flows currently drain from the south to the north at an approximate grade of 2.4 percent. Additionally, an existing ridge in the topography causes a portion of flows to be tributary to Goetz Road and the other portion being tributary to Wheat Street. A proposed concrete channel would run adjacent to the southerly property line directing off site flows around the site. The proposed channel would be designed to convey off-site flows to their historic pathways.

Project Site 2 (Wheat Street) DEV2022-012

According to the Preliminary Drainage Analysis (**Appendix I2**), Project Site 2 flows currently drain from south to north at an approximate grade of 2.4 percent. The parcels south of the Project and north of

² City of Menifee. Draft Environmental Impact Report. September 2013. Hydrology and Water Quality. Retrieved from: <https://www.cityofmenifee.us/DocumentCenter/View/1109/Ch-05-09-HYD?bidid=> (accessed February 2023).

Corsica Lane contribute tributary flows to the site which was analyzed in the drainage analysis. A proposed concrete channel would convey flows around the site to their historic pathways.

Project Site 3 (Evans Road) DEV2022-018

According to the Preliminary Drainage Analysis (**Appendix I3**), Project Site 3 flows currently drain from the east to the west at an approximate grade of 0.3 percent. The parcel to the south of the Project contributes tributary flows to the site. Historically, flows generated by the site during storm events pond near the northwest corner of the site before reaching a depth where flows can weir over the high point of Evans Road located at the southwest corner of the intersection. Flows continue westerly until they reach an existing culvert located near Murrieta Road. Flows enter the culvert and cross Ethanac Road before entering the existing Line A drainage channel on the north side of Ethanac Road. Coordination with Riverside County Flood Control and Water Conservation District (RCFCWCD) confirms that Project Site 3 was assumed to enter the storm drain channel directly north of the site.

Project Groundwater

According to the Project's Geotechnical Investigation documents (**Appendices E1 through E3**) prepared by LOR Geotechnical Group (LOR), no groundwater was encountered during the drilling at all boring locations for all three sites. Based on the lack of any water within the borings conducted during the subsurface exploration, and moisture contents of the recovered soil samples identified from laboratory testing, the static groundwater table is considered to exist at a depth in excess of approximately 25 feet. Furthermore, LOR concluded groundwater in the region appears to be at depths approximately 50 to 60 feet below the ground surface.

Flood Hazards

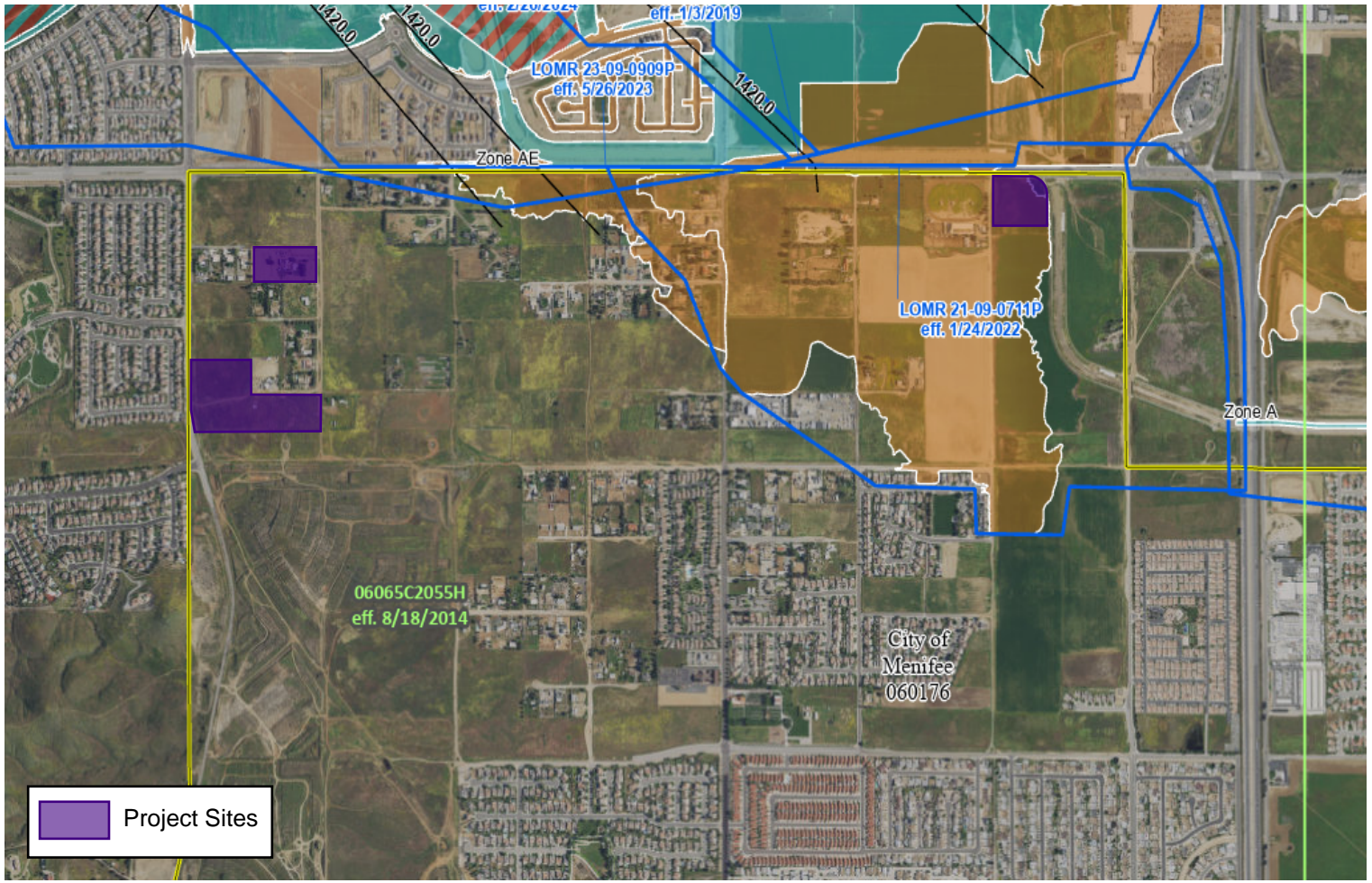
Two parts of the City are in 100-year flood zones mapped by the Federal Emergency Management Agency (FEMA). One is an east–west band across the Perris Valley in the northern part of the City. The second extends east–west along Salt Creek through the central part of the City and includes tributary areas both north and south of Salt Creek. Some drainages in the southern part of the City are also in Riverside County Flood Hazard Zones—in the Paloma Valley and in hills on the south flank of the Paloma Valley.³

As illustrated in **Exhibit 4.9-1: FEMA Flood Hazard Map**, FEMA Flood Insurance Rate Map (FIRM) identifies the Project being covered by one map panel: 06065C2055H (effective 8/18/2014).⁴ Furthermore, Project Site 3 is largely located in a Letter of Map Revision (LOMR) 21-09-0711P (effective 1/24/2022).

Project Sites 1 and 2 are determined to be outside of the 0.2 percent annual chance of flood zone classified as Zone X. Project Site 3 is within an area of one percent annual chance flood with average depth less than one foot classified as Zone X.

³ Ibid. Page 5.9-13

⁴ FEMA. Flood Insurance Rate Map. (2022). Retrieved from <https://msc.fema.gov/portal/search?AddressQuery=Ethanac%20road%2C%20menifee%20ca> (accessed November 2023).



Legend	
SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT	
SPECIAL FLOOD HAZARD AREAS	Without Base Flood Elevation (BFE) <i>Zone A, V, A99</i>
	With BFE or Depth <i>Zone AE, AO, AH, VE, AR</i> Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD	0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile <i>Zone X</i>
	Future Conditions 1% Annual Chance Flood Hazard <i>Zone X</i>
	Area with Reduced Flood Risk due to Levee. See Notes, <i>Zone X</i> Area with Flood Risk due to Levee <i>Zone D</i>
OTHER AREAS	NO SCREEN Area of Minimal Flood Hazard <i>Zone X</i>
	Effective LOMRs Area of Undetermined Flood Hazard <i>Zone D</i>
GENERAL STRUCTURES	Channel, Culvert, or Storm Sewer Levee, Dike, or Floodwall
	20.2 17.5 Cross Sections with 1% Annual Chance Water Surface Elevation Coastal Transect Base Flood Elevation Line (BFE) Limit of Study Jurisdiction Boundary
OTHER FEATURES	Coastal Transect Baseline Profile Baseline Hydrographic Feature
	Digital Data Available No Digital Data Available
MAP PANELS	Unmapped

Source: FEMA. (2023). Flood Map Service Center: Search By Address

Exhibit 4.9-1: FEMA Flood Hazard Map
 City of Menifee
 Compass Northern Gateway



Not to Scale

Kimley»Horn

Seismically Induced Inundation

Seismically induced inundation refers to flooding that occurs when water retention structures, such as dams, fail due to an earthquake. Division 3 of the California State Water Code monitors the structural safety of dams that are greater than 25 feet high or have more than 50 acre-feet of storage capacity. Several structures upstream from the City meet the requirements set forth in Division 3.⁵ Secondary effects of seismic shaking considered as potential hazards include several types of ground failure as well as induced flooding. Seismically induced flooding is normally a consequence of a tsunami (a wave-like oscillation of surface water initiated by a strong earthquake), or failure of a major reservoir or retention system up gradient of a site.

Mudflows

A mudflow is a landslide composed of saturated rock debris and soil with a consistency of wet cement. Landslide debris was not observed during the subsurface exploration and no ancient landslides are known to exist on the Project Sites. No landslides are known to exist, or have been mapped, in the vicinity of the Project sites.

4.9.3 Regulatory Setting

Federal

Federal Clean Water Act

The Project would be subject to federal permit requirements under the Federal Clean Water Act (CWA). The primary goals of the CWA are to maintain the chemical, physical, and biological integrity of the nation's waters and to make all surface waters fishable and swimmable. The CWA forms the basic national framework for the management of water quality and the control of pollution discharges; it provides the legal framework for several water quality regulations, including the National Pollutant Discharge Elimination System (NPDES), effluent limitations, water quality standards, pretreatment standards, antidegradation policy, nonpoint-source discharge programs, and wetlands protection. The U.S. Environmental Protection Agency (U.S. EPA) has delegated the administrative responsibility for portions of the CWA to State and regional agencies. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality.

Under the NPDES permit program, the U.S. EPA establishes regulations for discharging stormwater by municipal and industrial facilities and construction activities. Section 402 of the CWA prohibits the discharge of pollutants to "Waters of the United States" from any point source unless the discharge is in compliance with an NPDES Permit.

⁵ Ibid. Page 5.9-8

The Anti-degradation Policy under U.S. EPA’s Water Quality Standards Regulations (48 Federal Register (FR) 51400, 40 Code of Federal Regulations [CFR] 131.12, November 8, 1983), requires states and tribes to establish a three-tiered anti-degradation program to prevent a decrease in water quality standards.

- Tier 1—Maintains and protects existing uses and water quality conditions that support such uses. Tier 1 is applicable to all surface waters.
- Tier 2—Maintains and protects “high quality” waters where existing conditions are better than necessary to support “fishable/swimmable” waters. Water quality can be lowered in such waters but not to the point at which it would interfere with existing or designed uses.
- Tier 3—Maintains and protects water quality in outstanding national resource waters. Water quality cannot be lowered in such waters except for certain temporary changes.

Anti-degradation was explicitly incorporated into the federal CWA through 1987 amendments, codified in § 303(d)(4)(B), requiring satisfaction of anti-degradation requirements before making certain changes in NPDES permits.

Section 303(d) of the CWA requires the SWRCB to list impaired water bodies that are too polluted or otherwise degraded to meet the water quality standards set by states, territories, or authorized tribes. The law requires that these jurisdictions establish priority rankings for waters on the lists and develop Total Maximum Daily Loads for these waters.

Section 404 of the CWA is administered and enforced by the U.S. Army Corps of Engineers (USACE). Section 404 establishes a program to regulate the discharge of dredged and fill material into waters of the U.S., including wetlands and coastal areas below the mean high tide. USACE administers the day-to-day program, and reviews and considers individual permit decisions and jurisdictional determinations. USACE also develops policy and guidance and enforces Section 404 provisions.

State

California Porter-Cologne Water Quality Control Act (Porter-Cologne Act)

The Porter-Cologne Act (California Water Code [CWC] § 13000 et seq) is the principal law governing water quality regulation in California. It established a comprehensive program to protect water quality and the beneficial uses of water. The Porter-Cologne Act applies to surface waters, wetlands, and groundwater and to both point and nonpoint sources of pollution. Pursuant to the Porter-Cologne Act, the policy of the State is as follows:

- That the quality of all the waters of the State shall be protected,
- That all activities and factors affecting the quality of water shall be regulated to attain the highest water quality within reason, and
- That the State must be prepared to exercise its full power and jurisdiction to protect the quality of water in the State from degradation.

The Porter-Cologne Act established nine RWQCB’s (based on hydrogeologic barriers) and the SWRCB, which are charged with implementing its provisions and which have primary responsibility for protecting

water quality in California. The SWCRB provides program guidance and oversight, allocates funds, and reviews RWQCB decisions. In addition, the SWRCB allocates rights to the use of surface water. The RWQCBs have primary responsibility for individual permitting, inspection, and enforcement actions within each of nine hydrology regions. The SWRCB and RWQCBs have numerous nonpoint source pollution (NPS)-related responsibilities, including monitoring and assessment, planning, financial assistance, and management.

The RWQCBs regulate discharges under the Porter-Cologne Act primarily through issuance of NPDES permits for point source discharges and waste discharge requirements (WDRs) for NPS discharges. Anyone discharging or proposing to discharge materials that could affect water quality (other than to a community sanitary sewer system regulated by an NPDES permit) must file a report of waste discharge. The SWRCB and the RWQCBs can make their own investigations or may require dischargers to carry out water quality investigations and report on water quality issues. The Porter-Cologne Act provides several options for enforcing WDRs and other orders, including cease and desist orders, cleanup and abatement orders, administrative civil liability orders, civil court actions, and criminal prosecutions.

The Porter-Cologne Act also implements many provisions of the CWA, such as the NPDES permitting program. Section 401 of the CWA gives the SWRCB the authority to review any proposed federally permitted or federally licensed activity that may impact water quality and to certify, condition, or deny the activity if it does not comply with State water quality standards. If the SWRCB imposes a condition on its certification, those conditions must be included in the federal permit or license. Except for dredge and fill activities, injection wells, and solid waste disposal sites, waste discharge requirements may not “specify the design, location, type of construction, or particular manner in which compliance may be had. . . .” (Porter Cologne Act § 13360). Thus, waste discharge requirements ordinarily specify the allowable discharge concentration or load or the resulting condition of the receiving water, rather than the manner by which those results are to be achieved. However, the RWQCBs may impose discharge prohibitions and other limitations on the volume, characteristics, area, or timing of discharges and can set discharge limits such that the only practical way to comply is to use management practices. RWQCBs can also waive waste discharge requirements for a specific discharge or category of discharges on the condition that management measures identified in a WQMP approved by the SWRCB or RWQCBs are followed.

The Porter-Cologne Act also requires adoption of water quality control plans that contain the guiding policies of water pollution management in California. A number of statewide water quality control plans have been adopted by the SWRCB. In addition, regional water quality control plans (basin plans) have been adopted by each of the RWQCBs and are updated as necessary and practical. These plans identify the existing and potential beneficial uses of waters of the State and establish water quality objectives to protect these uses. The basin plans also contain implementation, surveillance, and monitoring plans. Statewide and regional water quality control plans include enforceable prohibitions against certain types of discharges, including those that may pertain to nonpoint sources. Portions of water quality control plans, the water quality objectives and beneficial use designations, are subject to review by the U.S. EPA. When approved they become water quality standards under the CWA.

State Water Resources Control Board - National Pollution Discharge Elimination System

The SWRCB administers water rights, water pollution control, and water quality functions throughout the State, while the RWQCBs conduct planning, permitting, and enforcement activities. The City and Project area is within the jurisdiction of the Santa Ana RWQCB.

The NPDES permit is divided into two Phases: Phase I and Phase II. Phase I requires medium and large cities, or certain counties with populations of 100,000 or more to obtain NPDES permit coverage for their stormwater discharges. Phase II requires regulated small Municipal Separate Storm Sewer Systems (MS4s) in urbanized areas, as well as small MS4s outside the urbanized areas that are designated by the permitting authority, to obtain NPDES permit coverage for their stormwater discharges. Concerning the Project, the NPDES permit is divided into two parts: construction and post-construction. The construction permitting is administered by the SWRCB, while the post-construction permitting is administered by the RWQCB. Development projects typically result in the disturbance of soil that requires compliance with the NPDES General Permit, Waste Discharge Requirements for Discharges of Stormwater Runoff Associated with Construction Activities (Order No. 2012-0006-DWQ, NPDES Number CAS000002) (General Construction Permit). This Statewide General Construction Permit regulates discharges from construction sites that disturb one or more acres of soil.

The SWRCB has issued and periodically renews a statewide General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (GCASP) and a statewide General Industrial Activities Stormwater Permit (GIASP) for projects that do not require an individual permit for these activities. The GCASP was adopted in 2009 and further revised in 2012 (Order No. 2012-0006-DWQ). The most recent GIASP (Order No. 2014-0057-DWQ) was adopted in April 2014 and requires dischargers to develop and implement a Stormwater Pollution Prevention Plan (SWPPP) to reduce or prevent industrial pollutants in stormwater discharges, eliminate unauthorized non-storm discharges, and conduct visual and analytical stormwater discharge monitoring to verify the effectiveness of the SWPPP and submit an annual report.

By law, all stormwater discharges associated with construction activity where clearing, grading, and excavation results in soil disturbance of at least one acre of total land area must comply with the provisions of this NPDES Permit and develop and implement an effective SWPPP. The SWPPP is required to contain a site map(s), which shows the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the Project site. The SWPPP is required to list Best Management Practices (BMPs) the discharger will use to protect stormwater runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for “non-visible” pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. Construction General Permit Section A describes the elements that must be contained in an SWPPP. A project applicant must submit a Notice of Intent (NOI) to the SWRCB to be covered by the NPDES General Permit and prepare the SWPPP before beginning construction. SWPPP implementation starts with the commencement of construction and continues through project completion. Upon project completion, the

applicant must submit a Notice of Termination (NOT) to the SWRCB to indicate that construction is completed.

For industrial uses, the NPDES program requires certain industrial land uses to prepare a SWPPP for operational activities and to implement a long-term water quality sampling and monitoring program unless an exemption has been granted. This began on April 1, 2014, when the SWRCB adopted an updated new NPDES permit for storm water discharge associated with industrial activities (referred to as the “Industrial General Permit”). The new Industrial General Permit, which is more stringent than the former Industrial General Permit, became effective on July 1, 2015. Under this currently effective NPDES Industrial General Permit, industrial uses including but not limited to manufacturing, transportation facilities, and other uses with typically heavy industrial uses would require permitting. These facilities are subject to stormwater effluent limitations. While warehousing uses are not specifically included if a covered use is implemented, the Project could require NPDES coverage under this order (2014-0057-DWQ).

Municipal Stormwater Permitting Program

The Municipal Stormwater Permitting Program regulates stormwater discharges from MS4s. Most of these permits are issued to a group of co-permittees encompassing an entire metropolitan area. The MS4 permits require the discharger to develop and implement a Stormwater Management Plan/Program with the goal of reducing the discharge of pollutants to the maximum extent practicable (MEP). MEP is the performance standard specified in CWA § 402(p). The management programs specify what BMPs will be used to address certain program areas. The program areas include public education and outreach; illicit discharge detection and elimination; construction and post-construction; and good housekeeping for municipal operations.

For construction activities that would result in the disturbance of one acre or more, permittees must develop, implement, and enforce a program to reduce pollutant runoff in stormwater. This includes: (1) a program to prevent illicit stormwater discharges; (2) structural and non-structural BMPs to reduce pollutants in runoff from construction sites; and (3) preventing discharges from causing or contributing to violations of water quality standards. Permittees are required to review construction site plans to determine potential water quality impacts and ensure proposed controls are adequate. These include preparation and submission of an Erosion and Sediment Control Plan (ESCP) with elements of an SWPPP, prior to issuance of building or grading permits. The 2012 MS4 permit requires that the ESCP be developed by a Qualified SWPPP Developer. Permittees are required to develop a list of BMPs for a range of construction activities.

Regional

Riverside County

The Project is located within the larger Santa Ana Watershed which encompasses much of northern Riverside County and drains to the Santa Ana River. On January 29, 2010, the Santa Ana RWQCB issued a fourth-term area wide NPDES MS4 Permit to the RCFCWCD, the County of Riverside and the cities of Beaumont, Calimesa, Canyon Lake, Corona, Hemet, Lake Elsinore, Moreno Valley, Menifee, Norco, Perris,

Riverside, San Jacinto and Wildomar (Permittees). Watersheds are based on geography and do not follow jurisdictional boundaries and as a result these agencies are working together to improve water quality through implementation of water quality protection measures.

Accordingly, these efforts led to development of the Riverside County Water Quality Management Plan (RCWQMP) that was approved in October of 2012. The RCWQMP was intended to be a guidance document to assist RCFCWCD which is considered the Principal Permittee, and co-permittees including the City of Menifee to design water quality protection projects and measures in compliance with the Santa Ana RWQCB for Priority Development Projects. These requirements are specified in the NPDES MS4 permit, discussed above and issued to the RCFCWCD, and other cities within the Santa Ana River watershed in the 2010 MS4 Permit.

The Santa Ana MS4 Permit is for the portion of the Santa Ana River watershed located within Riverside County (Order No. R8-2010-0033, NPDES No. CAS618033). The Permittees' stormwater programs are designed to ensure compliance with this permit. In addition, the RCWQMP is intended to protect, preserve, enhance, and restore water quality of receiving water bodies, which would be accomplished through an adaptive planning and management process. The process identifies high priority water quality conditions within the watershed and implements strategies to address them. The RCWQMP also includes typical measures and design recommendation that are required for all projects. Accordingly, the co-permittees, including the City, work cooperatively to implement the requirements of the permitting process.

Riverside County Drainage Area Master Plan

The Riverside County Drainage Area Master Plan (DAMP) for the Santa Ana Region and the RCWQMP were developed to further address post-construction urban runoff from new development and significant redevelopment projects under the jurisdiction of the co-permittees. The DAMP is intended to provide guidelines for project-specific post-construction BMPs and for regional and sub-regional source control BMPs and structural BMPs to address management of urban runoff quantity and quality to protect receiving waters. The DAMP also illustrates the jurisdictions covered by the Riverside County RWQCB, each of which was issued a MS4 permit for their respective jurisdiction. The DAMP identifies the BMPs, including design criteria for treatment control BMPs that may be applicable when considering any map or permit for which discretionary approval is sought. Examples may include tentative tract maps, parcel maps with land-disturbing activity, conditional permits, and discretionary grading permits where the project is not part of a master plan of development.

The DAMP provides guidelines for the management of urban runoff quantity and quality and the protection of receiving waters through identification and implementation of source control and structural BMPs on a regional and sub-regional level. Design criteria for treatment control BMPs are also given for application on a project-level basis to minimize potential impacts of urban runoff.

Water Quality Control Plan, Santa Ana River Basin

The Water Quality Control Plan for the Santa Ana River Basin (Basin Plan), updated in June 2019, establishes water quality standards for groundwater and surface water in the basin; that is, standards for

both beneficial uses of specific water bodies and the water quality levels that must be maintained to protect those uses. The Basin Plan includes an implementation plan describing actions by the Santa Ana RWQCB and others needed to achieve and maintain the water quality standards. The Santa Ana RWQCB regulates waste discharges to minimize and control their effects on the quality of the region's groundwater and surface waters. The Basin Plan lists water quality problems for the region, along with causes, where they are known. Plans for improving water quality are included for water bodies with quality below the levels needed to enable all the beneficial uses of the water.

Local

City of Menifee General Plan

Open Space & Conservation Element

The City's GP Open Space & Conservation Element provides policies and regulations pertaining to Menifee's parks, open space areas, recreational trails, and the conservation, development, and utilization of the City's natural resources. The goal for the Open Space & Conservation Element is to sustain the quality of life for Menifee residents and preserve and protect the numerous nonrenewable and unique cultural and historic resources located within the city.⁶

Goals and policies from the Open Space & Conservation Element applicable to the Project include:

- Goal OSC-7:** **A reliable and safe water supply that effectively meets current and future user demands.**
- Policy OCS-7.1:** Work with the Eastern Municipal Water District to ensure that adequate, high-quality potable water supplies and infrastructure are provided to all development in the community.
- Policy OCS-7.2:** Encourage water conservation as a means of preserving water resources.
- Policy OCS-7.6:** Work with the Eastern Municipal Water District to maintain adopted levels of service standards for sewer service systems.
- Policy OCS-7.7:** Maintain and improve existing level of sewer service by improving infrastructure and repairing existing deficiencies.
- Policy OCS-7.8:** Protect groundwater quality by decommissioning existing septic systems and establishing connections to sanitary sewer infrastructure.
- Policy OCS-7.9:** Ensure that high quality potable water resources continue to be available by managing stormwater runoff, wellhead protection, and other sources of pollutants.

⁶ City of Menifee. 2013. *Menifee General Plan Open Space & Conservation Element*. <https://www.cityofmenifee.us/250/Open-Space-Conservation-Element> (accessed January 4, 2023).

4.9.4 Impact Thresholds and Significant Criteria

The CEQA Guidelines Appendix G Environmental Checklist Form, includes questions concerning hydrology and water quality. The questions have been utilized as significance criteria for this section. The Project would have a significant effect on the environment if it would:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality;
- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impeded sustainable groundwater management of the basin;
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
 - Result in substantial erosion or siltation on- or off-site?
 - Substantially increase the rate or amount of surface run-off in a manner which would result in flooding on- or off-site?
 - Create or contribute run-off water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted run-off?
 - Impede or redirect flood flows?
- In flood hazard, tsunami, or seiche zones, risk release or pollutants due to project inundation.
- Conflict with or obstruct implementation of a water quality control plan or sustainable ground water management plan.

Methodology and Assumptions

The Project is evaluated against the aforementioned significance criteria/thresholds, as the basis for determining the impact's level of significance concerning hydrology and water quality. This analysis also considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the Project's potentially significant environmental impacts.

Approach to Analysis

This analysis examines the Project's temporary (i.e., construction) and permanent (i.e., operational) impacts based on application of the significance criteria/thresholds outlined above. Each criterion is discussed in the context of the Project site and the surrounding characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on available information in public databases including local planning documents; an evaluation of the Project sites; review of Project maps and

drawings; and analysis of aerial and ground-level photographs. The determination that a Project component would or would not result in “substantial” adverse effects on hydrology and water quality standards considers applicable policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project’s components.

Hydrological Analysis

The RCFCWCD’s Hydrology Manual and National Oceanic and Atmospheric Administration Atlas 14 criteria were the basis for the hydrology analyses. The 10- and 100-year existing and proposed condition rational method results are included in the Preliminary Drainage Analyses.

Detention Analysis

For preliminary sizing of the proposed underground detention basin, a unit hydrograph analysis was performed for the 10-year, 24-hour storm event for both the existing and proposed conditions.

4.9.5 Impacts and Mitigation Measures

Impact 4.9-1 ***Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?***

Level of Significance: Less Than Significant with Mitigation Incorporated

Construction

Project Sites 1, 2, and 3

The Project Sites consist of erosional surfaces, marked by low topographic relief and unconsolidated alluvial sediments. These soil materials are susceptible to natural erosion caused by wind, rain, and running water. Construction activities could impact water quality through sheet erosion and sediment and pollutants entering drainages near the site. Grading activities could lead to uncontrolled sheet flow polluted with fuels, lubricants, and solid and liquid waste. These pollutants could potentially occur from improperly managed construction activities and vehicle maintenance which could lead to accelerated rates of erosion and potentially degrade surface or groundwater quality.

The Project would comply with the NPDES Construction General Permit, all applicable local and regional policies regarding water quality, and the Riverside County DAMP. The DAMP would require the applicant to implement a SWPPP prior to obtaining a grading or building permit.

The SWPPP would include construction BMPs to minimize or eliminate sediment and other pollutants in stormwater and non-stormwater runoff. BMPs are designed to control and prevent discharges of pollutants that can adversely impact the downstream surface water quality. Construction BMPs would include, but not be limited to, the following:

- Minimization of disturbed areas to the portion of the Project site necessary for construction;
- Stabilization of exposed or stockpiled soils and cleared or graded slopes;
- Establishment of permanent re-vegetation or landscaping as early as is feasible;

- Removal of sediment from surface runoff before it leaves the Project site by silt fences or other similar devices around the site perimeter;
- Diversion of upstream runoff around disturbed areas of the Project site;
- Protection of all storm drain inlets on-site or downstream of the Project site to eliminate entry of sediment;
- Prevention of tracking soils and debris off-site through use of a gravel strip or wash facilities, which will be located at all construction exits from the Project site;
- Proper storage, use, and disposal of construction materials, such as solvents, wood, and gypsum; and
- Continual inspection and maintenance of all BMPs through the duration of construction.

BMPs are designed to control and prevent discharges of pollutants that can adversely impact the downstream surface water quality. Construction activities are also required to comply with the City's Stormwater/Urban Runoff Ordinance, the City's Grading Ordinance, and other required regulations. With the implementation of BMPs as described in the SWPPP (see Mitigation Measure [MM] HYD-1), the Project is not anticipated to violate water quality standards during construction.

Project Site 1 would be separated into two drainage areas (A1 and A2). Flows from area A1 will be directed to one of two proposed drop inlets via sheet flow, ribbon gutter, and curb and gutter. Proposed underground storm drain will direct flows to a proposed underground detention basin. Additional flows from the west side of Corsica Lane would be directed to a proposed drop inlet located in the Corsica Lane cul-de-sac and directed to the proposed underground basin in area A1 via storm drain. All flows from the underground detention basin would then be directed to a modular wetland system and once treated would be directed to a proposed sump and pump where flows would be pumped to a proposed under sidewalk drain and enter Goetz Road right of way. Overflow would be provided from the back of a proposed drop inlet located at the northwest corner of A1 to a proposed under sidewalk drain to Goetz Road.

Flows captured by the inlets in area A2 would be directed to a proposed underground detention basin before being directed to a proposed sump and pump where flows would be pumped to a proposed modular wetland system for water quality. Treated flows would then be directed to another sump and pump that would pump flows to a proposed under sidewalk drain to enter Corsica Lane. Overflow would be provided from the back of a proposed drop inlet located at the northwest corner of A2 to a proposed drop inlet located on the north side of the proposed cul-de-sac of Corsica Lane. All proposed on-site drainage and storm drain facilities would be sized adequately for 100-year storm event.

Off-site street flows from the east side of the high point of Corsica Lane would be directed east towards Wheat Street. Flows that enter Wheat Street will continue northerly as they do historically. Additionally, a proposed housing tract proposes to convey flows from the drainage area south of McLaughlin Road in a proposed underground storm drain system easterly down McLaughlin Road and then north towards the existing channel on the north side of Ethanac Road. This proposed storm drain will bypass a significant amount of flows that are tributary to the site historically.

Project Site 2 would have one drainage area. Flows generated by the site would be directed to one of two proposed drop inlets where flows would then be directed to a proposed underground detention basin located under the drive aisle along the north side of the site. Flows would then be directed from the basin to a proposed sump and pump that would pump flows to a proposed modular wetland system. Treated flows would be directed to another sump and pump where flows would be pumped to a proposed under sidewalk drain for flows to enter Wheat Street right of way. If the basin reaches capacity, flows would pool near the north side of the site before flowing overtop the curb and continuing north as flows from the site do historically. All proposed on-site drainage and storm drain facilities will be adequately sized for 100-year storm event.

Furthermore, off-site flows from the south will be directed around the site in and north along the westerly property line and discharged to APN 330-180-013 via a proposed v-ditch. Flows directed easterly in the channel would be directed north via a storm drain along Wheat Street right of way and then discharged to a proposed under sidewalk drain to Wheat Street.

Project Site 3 flows generated by the south side of the site would be directed to a proposed inlet located on the south side of the proposed truck court and then directed to a proposed underground detention system also located under the truck court sized to mitigate for increased runoff.

Flows generated by the north side of Project Site 3 would be directed to a proposed drop inlet located at the northeast corner of the site and then directed southerly via a storm drain where flows would confluence with flows from the south side of the site at the proposed underground detention system. Flows would then be directed to a proposed sump and pump that would pump flows to a proposed Modular Wetland system. Treated flows would then be directed to a proposed catch basin located in Evans Road. This proposed basin would convey flows to the existing channel on the north side of Ethanac Road. Overflow from the proposed drop inlet would be directed via storm drain to the proposed catch basin. All proposed on-site drainage and storm drain facilities would be sized adequately for 100-year storm event. Furthermore, the site would accept and treat a portion of off-site flows entering the site on the easterly half of the site from the south side of the site. A proposed concrete v-ditch would intercept off-site flows from the westerly side of the site and convey them to a proposed under sidewalk drain where flows would enter Evans Road as they do historically.

Overall, construction of the sewer service improvements and storm drains would not cause any significant water quality impacts. Construction would be temporary, and the Project would comply with the NPDES Municipal Permit, applicable federal, state, and local policies, and the Riverside DAMP. The DAMP would require implementation of post-construction BMPs in accordance with the Water Quality Control Plan for the Santa Ana River Basin. Furthermore, the Santa Ana MS4 Permit requires the preparation of a project-specific WQMP for all development projects and, as such, Preliminary WQMPs have been prepared for the Project Sites. Final WQMPs will be required to address BMP sizing and Operation and Maintenance (O&M) plan, pursuant to **MM HYD-2**. With implementation of **MM HYD-1** and **MM HYD-2**, the Project is not anticipated to violate water quality standards during construction. Therefore, impacts would be considered less than significant with mitigation incorporated.

Operations

To collect surface water and runoff from the impervious areas, the Project would include extensive drainage plans which includes ribbon gutters, subsurface storm drains, curb cuts, v-ditches, and detention basins. As noted in the construction analysis above, the detention basins for each Project Site would be designed to mitigate the increased flows caused by the development to pre-development conditions, and additional facilities have been implemented to treat runoff for pollutants, pursuant to SWRCB regulations.

Typical stormwater-related pollutants of concerns for warehousing development include the following:

- Pesticides and herbicides and an increase in nutrients from fertilizers used for the landscaped areas;
- Trash/debris from the trash enclosures and break areas; and
- Fluids from vehicles (motor oil, transmission fluid, antifreeze, brank fluid, gasoline, etc.) spilled onto paved areas.

As previously discussed above, Preliminary WQMPs have been prepared by the Project Applicant for the Project Sites (**Appendices G4 through G6**). Preliminary WQMP for Project Site 1 has incorporated combined Low-impact development (LID) BMPs, hydrologic control BMPs, and source control BMPs. A final WQMP will be required to address BMP sizing and O&M plan; see **MM HYD-2**. Therefore, the Project's operational impacts would be less than significant with mitigation incorporated.

Mitigation Measures

MM HYD-1: Prior to commencing grading, the Project Applicant shall comply with applicable construction water quality regulations including the NPDES General Construction Permit, which shall be obtained from the Regional Water Quality Control Board. This process requires that the applicant electronically submit Permit Registration Documents (PRDs) prior to commencement of construction activities in the Storm Water Multiple Application and Report Tracking System (SMARTS). PRDs consist of the Notice of Intent, Risk Assessment, Post-Construction Calculations, a Site Map, the Stormwater Pollution Prevention Plan (SWPPP), a signed certification statement by the Legally Responsible Person, and the first annual fee.

The required SWPPP must be submitted to the City of Menifee Engineering Department for review and approval, identifying specific actions and Best Management Practices (BMPs) to prevent stormwater pollution during construction activities. The SWPPP shall identify a practical sequence for BMP implementation, site restoration, contingency measures, responsible parties, and agency contacts. The SWPPP shall include but not be limited to the following elements:

- A. Compliance with the requirements of the State of California's most current Construction Stormwater Permit.
- B. Temporary erosion control measures shall be implemented on all disturbed areas.

- C. Disturbed surfaces shall be treated with erosion control measures during the October 15 to April 15 rainy season.
- D. Sediment shall be retained on-site by a system of sediment basins, traps, or other BMPs.
- E. The construction contractor shall prepare Standard Operating Procedures for the handling of hazardous materials on the construction site to eliminate discharge of materials to storm drains.
- F. BMP performance and effectiveness shall be determined either by visual means where applicable (e.g., observation of above-normal sediment release), or by actual water sampling in cases where verification of contaminant reduction or elimination (such as inadvertent petroleum release) is required by the Santa Ana RWQCB to determine adequacy of the measure.
- G. In the event of significant construction delays or delays in final landscape installation, native grasses or other appropriate vegetative cover shall be established on the construction site as soon as possible after disturbance, as an interim erosion control measure throughout the duration of construction.
- H. Prior to the issuance of the first grading permit, the Project Applicant shall submit the Final Tentative Parcel Map that includes the water quality BMPs for approval by the City of Menifee Engineer. The City of Menifee Engineer shall ensure that all applicable water quality standards are met before approving the SWPPP.

MM HYD-2:

The Project Applicant shall prepare final Project-Specific Water Quality Management Plans (WQMPs) and Operations and Maintenance (O&M) Plans for submittal together with the associated grading and improvement plans which must be approved prior to the issuance of a building or grading permit. These documents shall be prepared in accordance with applicable City of Menifee and County of Riverside water quality requirements, for review and approval by the City of Menifee Engineering Department, including the following:

- Site Design Best Management Practices (BMPs)
- Source Control BMPs
- Treatment Control BMPs
- BMP Sizing
- Equivalent Treatment Control Alternatives
- Regionally Based Treatment Control BMPs
- O&M Responsibility for Treatment Control BMPs

Impact 4.9-2 *Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

Level of Significance: Less than Significant

Construction and Operations

Project Sites 1, 2, and 3

The San Jacinto Groundwater Basin underlies the Project Sites. The Project Sites would receive water services from the EMWD.

The Project would construct on-site and off-site potable water and recycled water systems in accordance with EMWD design standards to receive water services from EMWD. Thus, the Project would utilize potable and recycled water and would not use any on-site or off-site groundwater wells, nor any other groundwater extractive methods to service the Project. Furthermore, the WSA prepared by the EMWD for Project Site 1 (**Appendix L**) also determined that EMWD does not plan to develop new groundwater supplies for this Project (see **Section 4.15: Utilities and Service Systems** for more information). Therefore, the Project would not directly draw water from the groundwater basin. Accordingly, implementation of the Project in this regard would not substantially deplete or decrease groundwater supplies or directly impact groundwater supplies.

As further discussed in **Section 4.15: Utilities and Service Systems**, considering the above and considering current as well as Project water demand through the year 2045 in both normal, and single, and multiple dry year scenarios, EMWD has ability to meet all of its member agencies,' including the Project's projected supplemental demand through 2045, even under a repeat of historic multiple-year drought scenarios EMWD plans to supply new water demands in its service area, including the Project, through a combination of additional imported water purchases from MWD and the ongoing development of EMWD's local supply resources.

While construction and operational activities would introduce new impermeable surfaces to the Project Sites, the Project would include elements to reduce the effects of the new impervious areas pursuant to design measures which include, but are not limited to, LID BMPs and other stormwater drainage controls. The LIDs would be engineered to capture and control run-off prior to being released downstream. This would increase the duration that water is held on-site prior to being released to downstream receiving waters. This timed-release allows water to slowly infiltrate the ground and helps facilitate recharge. In addition, LIDs that include permeable materials, enable run-off to immediately infiltrate and begin the recharge process. Lastly, the Project site also includes areas that would be landscaped with permeable surfaces in accordance with EMWD's Water Efficient Guidelines for New Development, which also would facilitate groundwater recharge. Therefore, with the required measures in place, the loss of the permeable area would not be substantial and groundwater recharge would maintain pre-project conditions.

Mitigation Measures

No mitigation measures are required.

Impact 4.9-3 *Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would?*

i) Result in substantial erosion or siltation on- or off-site?

Level of Significance: Less Than Significant with Mitigation Incorporated

Construction and Operations

Project Sites 1, 2, and 3

As previously discussed in Impact 4.9-1 above, the construction of the Project would alter the existing drainage pattern of the Project sites. An NPDES Construction Stormwater Permit would be obtained and a SWPPP would be implemented to minimize soil erosion and siltation on and off the site; see **MM HYD-1**. BMPs as outlined in the final WQMPs (**Appendices G4, G5, and G6**) would also be implemented during construction and operation of the site to minimize erosion and sedimentation (see **MM HYD-2**). In addition to the SWPPP and WQMP, the Project would comply with other applicable local and regional water quality requirements described in the Regulatory Framework discussion. Overall drainage patterns would remain consistent, with flows directed to the Santa Ana Watershed Region, with water quality measures applicable to the respective watershed. In consideration existing regulations, and with implementation of **MM HYD 1** and **MM HYD-2**, no significant impacts are anticipated.

Mitigation Measures

Refer to **MM HYD-1** and **MM HYD-2**.

Impact 4.9-4 *Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would?*

ii) Substantially increase the rate or amount of surface run-off in a manner which would result in flooding on- or off-site?

iii) Create or contribute run-off water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted run-off?

Level of Significance: Less Than Significant with Mitigation Incorporated

Construction and Operations

Project Sites 1, 2, and 3

Project Sites 1 and 2 are within Zone X, that corresponds to areas outside of the 500-year flood or areas protected from the 100-year flood by levees. Project Site 3 is within Zone X (shaded), which is an area of one percent annual chance flood with average depth less than one foot.

Project development would introduce more impervious surfaces on all Project Sites; therefore, increasing the amount and rate of surface runoff. To address this concern, Preliminary Drainage Analyses (**Appendices G1** through **G3**) for the three sites were prepared based on the RCFCWCD's Hydrology Manual criteria.

The Preliminary Drainage Analyses (**Appendix I1** through **I3**) concluded that the Project's proposed underground basins have been sized to detain the difference in volume between the existing condition and the proposed condition for the 10-year, 24-hour. The basin would be used to reduce flood volume leaving the site and help mitigate post-development flow rates. Flows captured onsite would be directed to the proposed modular wetlands system for water quality purposes and discharge into adjacent right of way for Project Site 1 and Project Site 2. Flows from Project Site 3 will discharge to a proposed storm drain in Evans Road, which will convey flows to the channel on the north side of Ethanac Road. Offsite flows would be allowed to continue to their historic flow destinations. As previously discussed in Impact 4.9-1, the Project's drainage systems have been designed to mitigate this impact, by providing proposed drop inlets, storm drains, underground basins, and modular wetlands systems. The drainage design recommendations are included in the Project design plans and have been designed to ensure that all on- and off-site drainage and storm drain facilities would be adequately sized for the 100-year storm event. Additionally, the Project would implement **MM HYD-3**, which would require that the Project Applicant to submit all final grading and drainage plans for review and approval by the City and the EMWD, prior to issuance of any grading permit, to ensure that the Project does not result in increased flows off-site or otherwise significantly impact downstream drainage facilities. The drainage design would prevent flooding on- and off-site due to an increase in surface water runoff. Therefore, with proposed on-site and off-site drainage improvements and implementation of **MM HYD-3**, the Project would not cause additional flooding or substantial runoff, exceed the capacity of existing drainage facilities, or impede or redirect flood flows such that on-site or off-site areas are significantly impacted. Impacts would be mitigated to a less than significant level. Water quality effects of the Project are addressed under Impact 4.9-1 above.

Mitigation Measures

MM HYD-3: Prior to issuance of grading permits, the Project Applicant shall submit final parcel map(s) for review and approval by the City of Menifee, including final drainage design plans supported by a final drainage study. The tract maps, grading plans, and final drainage studies shall demonstrate compliance with applicable City and County drainage plans, policies, design guidelines and regulations including but not limited to City of Menifee Municipal Code Chapter 8.26 Grading Regulations.⁷

Impact 4.9-5 *Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would?*

iv) Impede or redirect flood flows?

Level of Significance: Less Than Significant with Mitigation Incorporated

⁷ City of Menifee. Chapter 8.26 Grading Regulations. Available at <https://cityofmenifee.us/DocumentCenter/View/8423/Menifee-Grading-Ordinance-Draft?bidId=>. (accessed July 2023).

Construction and Operations

As stated above, Project Sites 1 and 2 are within Zone X, that corresponds to areas outside of the 500-year flood or areas protected from the 100-year flood by levees. Project Site 3 is identified as Zone X, which is within the one percent annual chance flood area.. Refer to the following analyses.

Project Site 1 (Corsica Lane) DEV2022-010

According to the Preliminary Drainage Analysis and Preliminary WQMP prepared for Project Site 1, the proposed underground basins would help reduce flood volume and mitigate post development flow rates. On-site flows would be directed to the proposed modular wetlands system and discharged to Corsica Lane and Goetz Road.

Project Site 2 (Wheat Street) DEV2022-012

According to the Preliminary Drainage Analysis and Preliminary WQMP prepared for Project Site 2, the site would have one drainage area. Flows generated by the site would be directed to one of two proposed drop inlets and then directed to a proposed underground detention basin. Flows would then be directed to a proposed sump and pump that would pump flows to the modular wetland system and then be directed to another sump and pump where flows would be directed to an under sidewalk drain to enter Wheat Street . The proposed basin would help reduce flood volume and help mitigate post-development flow rates.

Project Site 3 (Evans Road) DEV2022-018

According to the Preliminary Drainage Analysis and Preliminary WQMP prepared for Project Site 3, the site would direct flows to two areas of the site where they would then be directed to an underground detention system to help mitigate for increased runoff. Flows generated by the north side of the site would be directed to a proposed drop inlet and be directed southerly via a storm drain where they would confluence with flows generated by the south side of the site. Basin flows would be directed to a sump and pump that would pump flows to a proposed modular wetland system. The proposed basin would reduce flood volume and help mitigate post-development flow rates. Additionally, a portion of off-site flows from the south will be both accepted and treated by the site, and a portion will be directed around the site to their historic destinations.

Therefore, with implementation of efficient design measures and applicable BMPs pursuant the Project's WQMP and SWPPP (**MMs HYD-1, -2, and -3**), the Project would not substantially impede or redirect flood flows and no on-site flooding would occur.

Mitigation Measures

Refer to **MMs HYD-1** through **MM HYD-3**.

Impact 4.9-6 ***Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?***

Level of Significance: Less Than Significant with Mitigation Incorporated

Construction and Operations

Project Sites 1, 2, and 3

The Project is inland and is not at risk for inundation from a tsunami since the Project site more than 30 miles from the Pacific Ocean. The Project is not within a seiche zone, since no large bodies of water border the Project Sites.

However, according to the City's GP Safety Element Exhibit S-B2.2, S-B2.3, S-B2.4, and S-B2.6, Project Site 3 would be subject to inundation due to seismically induced dam failure from the Diamond Valley Lake West Dam, Diamond Valley Lake Saddle Dam, Lake Perris Dam Failure, and the Diamond Valley Lake East Dam. Project Site 1 would be subject to inundation due to seismically induced dam failure from the Diamond Valley Lake East Dam.⁸ As concluded in the previous impact thresholds, BMPs have been incorporated into the Project design to fully address the proposed Drainage Management Areas (DMAs). Additionally, the Preliminary Drainage Analyses and Preliminary WQMPs discuss the proposed on-and off-site DMAs, and runoff which would be conveyed to the corresponding storm drains, underground basins, and modular wetlands systems to provide flood protection for the 10-year and 100-year storm event. Furthermore, the detention basins would be designed to provide flood protection for the 100-year storm event and include implementation of BMPs pursuant **MMs HYD-1**. Therefore, the Project 's impacts regarding the risk of pollutants due to inundation would be reduced to a less than significant level.

Mitigation Measures

Refer to **MMs HYD-1** through **MM HYD-3**.

Impact 4.9-7: *Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

Level of Significance: Less than Significant

Construction and Operations

Project Sites 1, 2, and 3

As discussed in the Impact 4.9-2 above, the Project is underlain by the San Jacinto Groundwater Basin. For groundwater management plan and reporting purposes, the San Jacinto Groundwater Basin is further separated into the Hemet/San Jacinto Management Plan Area, where the San Jacinto Fault Zone strongly influences the groundwater hydrology and is adjudicated under the Hemet-San Jacinto Watermaster, and the West San Jacinto Management Plan Area (submitted to the DWR on January 31, 2022), for which EMWD is the designated Groundwater Sustainability Agency. As discussed above, the Project's components are not anticipated to obstruct groundwater facilities as groundwater facilities are not planned by EMWD for this Project. Furthermore, it was concluded that the Project would not substantially deplete or decrease groundwater supplies or directly impact groundwater supplies. Thus, the Project

⁸ *Riverside County General Plan, Chapter 6: Safety Element. Figure S-10: Dam Failure Inundation Zones. Page S-39.* Retrieved from Riverside County Website: https://planning.rctlma.org/Portals/14/genplan/general_Plan_2017/elements/OCT17/Ch06_Safety_DEC2016.pdf?ver=2017-10-06-093651-757 (accessed January 4, 2023).

would not conflict with the Hemet/San Jacinto Groundwater Management Plan or the West Jacinto Groundwater Basin Management Plan.

Mitigation Measures

No mitigation measures are required.

4.9.6 Cumulative Impacts

Cumulative impacts concerning hydrology and water quality could occur as existing uses, new development, or redevelopment occurs within a specific watershed. This includes the Project, and other past, present, and future projects. Due to the urbanized nature of the watershed, growth would consist of a mix of residential and non-residential development, consistent with past and present growth trends. Cumulative development, in conjunction with the Project, would result in the increase of impervious surfaces, and thus, result in increased runoff generation. Therefore, cumulative development, including the Project, are required to develop SWPPPs and final WQMPs with BMPs to control erosion and stormwater run-off in accordance with all required water quality permits and applicable water quality control plans. The site-specific BMPs would help minimize impacts related to stormwater systems and conveyance. As needed, cumulative projects would implement BMPs, including LID BMPs to minimize run-off, erosion, and storm water pollution. As part of these requirements, projects would be required to implement and maintain source controls and treatment measures to minimize polluted discharge and prevent increases in run-off flows that could substantially decrease water quality. Conformance with these measures would aid in minimizing runoff and stormwater pollutants. Therefore, related projects are not expected to cause substantial increases in storm water pollution. With compliance with State and local mandates, cumulative impacts would be less than significant. As concluded above, the Project would implement BMPs and efficient design measures in accordance with applicable federal, State, and local regulations. Therefore, the Project's impacts would not be cumulatively considerable.

4.9.7 Significant Unavoidable Impacts

No significant unavoidable hydrology and water quality impacts were identified.

4.9.8 References

CASC Engineering and Consulting. July 2022. Preliminary Drainage Analysis for Goetz Road/Corsica Lane **(Appendix I1)**.

CASC Engineering and Consulting. June 2022. Preliminary Drainage Analysis for Wheat Street **(Appendix I2)**.

CASC Engineering and Consulting. June 2022. Preliminary Drainage Analysis for Menifee Industrial 3 **(Appendix I3)**.

CASC Engineering and Consulting. July 2022. PSWQMP for Goetz Road, Menifee Industrial Buildings **(Appendix I4)**.

CASC Engineering and Consulting. August 2022. PSWQMP for Wheat Street, Menifee No. 2 **(Appendix I5)**.

CASC Engineering and Consulting. June 2022. PSWQMP for Menifee Industrial 3 (**Appendix I6**).

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<https://www.cityofmenifee.us/250/Open-Space-Conservation-Element>.

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FEMA. *Flood Insurance Rate Map*. (2020). Retrieved from: <https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd&extent=-117.19036396779732,33.7418625623032,-117.18517121114374,33.744092920211955>.

Riverside County Planning Department. (2015). *Riverside County General Plan, Chapter 6: Safety Element. Figure S-10: Dam Failure Inundation Zones. Page S-39*. Retrieved from Riverside County Website: https://planning.rctlma.org/Portals/14/genplan/general_Plan_2017/elements/OCT17/Ch06_Safety_DEC2016.pdf?ver=2017-10-06-093651-757.

4.10 LAND USE AND PLANNING

4.10.1 Introduction

This section of the Draft Environmental Impact Report (EIR) discusses the potential land use impacts associated with the implementation of the Compass Northern Gateway (Project). The existing land uses of the Project and surrounding areas along with applicable regional and local regulations will be described in order to contextualize the Project's potential to result in land use impacts. In the event that a potentially significant environmental impact is identified, mitigation measures would be proposed in order to reduce the impacts to less than significant levels. The Project is comprised of three detached sites referred to as "Project Site 1," "Project Site 2," and "Project Site 3," but when not referring to each site separately, these three sites will be referred to hereafter as the "Project" or "Project Sites." Since the release of the Notice of Preparation (NOP) on January 13, 2023, the Project's design has changed. More specifically, APN 330-180-029 was removed from Project Site 1, and thus reduced the total proposed buildings from three to two, totaling 234,921 square feet (SF). However, to be conservative, this EIR (where applicable) analyzes the previous square footage of 265,821 SF between three buildings.

4.10.2 Environmental Setting

Existing and Surrounding Land Uses

Project Site 1 (Corsica Lane) DEV2022-010

Project Site 1 is located on three separate accessor parcel numbers ((APN: 330-180-010, -046, and -006) within the City of Menifee (City). Project Site 1 is bisected by Corsica Lane and generally bounded by a Southern California Edison (SCE) public utility corridor and McLaughlin Road to the south; single-family residential uses, Aaron Alan Drive, and Ruffian Road to the north; Goetz Road with single family residences beyond to the west; and Wheat Street to the east. Project Site 1 is 13.66 gross-acres of predominately vacant undeveloped land. Project Site 1 elevations range from approximately 1,474 feet to 1,456 feet above mean sea level (amsl).

Project Site 2 (Wheat Street) DEV2022-012

Project Site 2 is 4.72 gross acres that consists of vacant land, after the removal of a single-family residence and three outbuildings and the abandonment of a water well and septic system. Topographically, the site is generally flat with elevations ranging from approximately 1,440 feet to 1,402 feet amsl in a west to north to north-west direction, respectively.

Project Site 3 (Evans Road) DEV2022-018

Project Site 3 related improvements would occur on one parcel (APN: 331-060-018) southeast of the intersection of Ethanac Road and Evans Road in the City of Menifee, County of Riverside, State of California. Project Site 3 is generally bounded by vacant land to the south; Ethanac Road and the City of Perris to the north; vacant land, a Riverside County flood control channel, and Barnett Road to the east; and Evans Road and a single-family residence to the west. Project Site 3 is 7.52 gross-acres consisting of vacant land partially used for agricultural purposes in conjunction with the adjacent property to the south.

Manure, presumed to be used during farming activity, is present along the northern portion of the Project Site 3. Farming practices have eliminated the natural plant communities that once existed on Project Site 3. Project Site 3 is generally flat with elevations ranging from approximately 1,425 feet to 1,418 feet amsl from the west to northwest, respectively.

General Plan Land Use Designations and Zoning Classifications

The Project's existing land use designation is Economic Development Corridor (EDC) – Northern Gateway and is zoned Economic Development Corridor – Northern Gateway (EDC-NG) (see **Exhibit 2-3: Existing General Plan Land Use Designations** and **Exhibit 2-4: Existing Zoning**). The Project's proposed industrial uses are consistent with the existing land use designation. The City of Menifee General Plan (Menifee GP) Land Use Map was amended March 23, 2023.¹ The Project's proposed industrial uses are consistent with the existing zoning. The City's Zoning Map was amended March 23, 2023.²

4.10.3 Regulatory Setting

Regional

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a council of governments representing Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties. SCAG is the Federally recognized Metropolitan Planning Organization (MPO) for this region. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under Federal and State law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the Southern California region's MPO, SCAG cooperates with the South Coast Air Quality Management District, the California Department of Transportation, and other agencies in preparing regional planning documents. SCAG has developed the Regional Comprehensive Plan, the Regional Housing Needs Assessment, and the Regional Transportation Plan /Sustainability Communities Strategy.

2020-2045 Regional Transportation Plan/Sustainable Communities Strategies

SCAG's 2020-2045 Regional Comprehensive Plan/Sustainable Communities Strategies (RTP/SCS) or Connect SoCal provides the long-range vision of the SCAG region. The Connect SoCal expands land use and transportation strategies established from previous cycles to increase mobility options and achieve a more sustainable growth pattern. The Connect SoCal contains plans and projections for the region's future, from 2020 through the horizon year of 2045. Like other RTP/SCS publications, the Connect SoCal provides a policy framework for preparing local plans and handling issues of regional significance, such as land use and housing, open space and biological habitats, water, energy, air quality, solid waste, transportation, security and emergency preparedness, economy, and education. Specifically, the plan also strives to achieve broader regional objectives, such as the preservation of natural lands, improvement of

¹ City of Menifee. 2023. *General Plan Land Use Map*. Retrieved at: <https://www.cityofmenifee.us/DocumentCenter/View/11043/General-Plan-Land-Use-Map---March-2023> (accessed April 26, 2023).

² City of Menifee. 2023. *Zoning Map*. Retrieved at: <https://www.cityofmenifee.us/DocumentCenter/View/11042/Zoning-Map---March-2023> (accessed April 26, 2023).

public health, increased roadway safety, support for the region’s vital goods movement industries and more efficient use of resources.

The Connect SoCal advances regional planning by incorporating an integrated approach between SCAG, State and local governments, transportation commissions, resources agencies and conservation groups, the private sector, and the general public.

Local

City of Menifee General Plan

The Menifee GP contains City goals and policies intended to provide benefits to the community through long-range planning. The Menifee GP was adopted in 2013 to provide planning framework to guide the City’s growth and development through 2030. The GP is comprised of the following elements: Land Use; Housing; Circulation; Open Space & Conservation; Community Design; Economic Development; Safety; and Noise. Goals and policies applicable to the Project are identified in **Table 4.10-2: Consistency with the City of Menifee General Plan**.

The Menifee GP can be found here:

<https://www.cityofmenifee.us/221/General-Plan>.

City of Menifee Municipal Code

The City of Menifee Municipal Code (Menifee MC) Title 9: Planning and Zoning is the Menifee Development Code. The Menifee Development Code provides policies that reinforce the goals set by the GP. The City would achieve sustainable growth more efficiently through compliance with the standards set in the development code. This document outlines the City’s guidelines and requirements for developments for each zoning type. The Project is located within the EDC-NG zone.

The Menifee MC can be found here: <https://codelibrary.amlegal.com/codes/menifee/latest/overview>.

Menifee MC Title 9, also referred to as the Development Code can be found here:

<https://www.cityofmenifee.us/494/MunicipalDevelopment-Code-and-Design-Gui>.

City of Menifee Design Guidelines Industrial Good Neighbor Policies

The purpose of the Good Neighbor Policies is to provide local government and developers with ways to address environmental and neighborhood compatibility issues associated with permitting warehouse, logistics and distribution facilities. The Policies apply to all new warehouse, logistics and distribution facilities (“industrial uses”), excluding pending applications that have been deemed complete as the effective day of this policy, that include any building larger than 100,000 square feet in size or any sized building with more than 10 loading bays (dock-high). These Policies apply in addition to the provisions of the Menifee Development Code, and act as a supplement to the City-wide Design Guidelines adopted by the City on April 15, 2020.

The Industrial Good Neighbor Policies that the Project would adhere to can be found here:

<https://www.cityofmenifee.us/DocumentCenter/View/16937/Industrial-Good-Neighbor-Policies?bidId=>

4.10.4 Impact Thresholds and Significance Criteria

State California Environmental Quality Act (CEQA) Guidelines Appendix G has been utilized as significance criteria in this section. Accordingly, the Project would have a significant environmental impact if one or more of the following occurs:

- Physically divide an established community or
- Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Methodology and Assumptions

The Project is evaluated against the aforementioned significance criteria/thresholds, as the basis for determining the impact's level of significance concerning land use and planning. This analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce a potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended to avoid or reduce the Project's potentially significant environmental impacts.

Approach to Analysis

This analysis of impacts on land use and planning components examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. Each criterion is discussed in the context of the Project Site and the surrounding characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on field observations conducted by Kimley-Horn on January 13, 2023; review of Project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that a Project component would or would not result in "significant" adverse effects on land use and planning standards considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components.

4.10.5 Impacts and Mitigation Measures

Impact 4.10-1 *Would the Project physically divide an established community?*

Level of Significance: Less Than Significant

Construction and Operation

The Project proposes the development of approximately 461,237 square feet (SF) of industrial warehouse space within four buildings on three separate sites, totaling 25.90 gross-acres with associated facilities and improvements including loading dock doors, on-site landscaping, and related on-site and off-site improvements such as roadway improvements, sewer, storm drain, and other utilities. The Project would

occupy an area fully designated/zoned as EDC-NG. The proposed warehousing would be consistent to the established land use designations and zoning of the area.

Project Site 1 (Corsica Lane) DEV2022-010

Surrounding land uses for Project Site 1 include a SCE public utility corridor and McLaughlin Road to the south; single-family residences, Aaron Alan Drive, and Ruffian Road to the north; Goetz Road with single family residences beyond to the west; and Wheat Street and a single-family residence to the east. Local access to the Project would be located on Goetz Road, Corsica Lane, Wheat Street and McLaughlin Road. Lands to the west within the City of Perris consist of an established community of single-family residences, however the majority of lands to the north, east, and south of the Project Site are undeveloped and zoned EDC-NG. Furthermore, Goetz Road separates the site from the established residential community.

Project Site 2 (Wheat Street) DEV2022-012

Surrounding land uses for Project Site 2 include a few single-family residences to the south; vacant land and Ethanac Road to the north; a few single-family residences and Ruffian Road to the west; and Wheat Street to the east. An established community of single-family residences is located east beyond Goetz Road; however, the Project would not physically divide this established residential community.

Project Site 3 (Evans Road) DEV2022-018

Surrounding land uses for Project Site 3 include vacant land to the south; Ethanac Road and the City of Perris to the north; vacant land and a Riverside County flood control channel and Barnett Road to the east; and Evans Road and commercial uses to the west. Furthermore, small established communities exist south of the Project Site beyond McLaughlin Road, however the Project would not physically divide these existing communities. Local ingress and egress for Project Site 3 would be located along northern and southern Evans Road. Project Site 2 currently consists of vacant land and agricultural purposes. However, like Project Sites 1 and 2, Project Site 3 is designated EDC and zoned EDC-NG.

Conclusion

No residential uses are located within the Project Sites. Additionally, the surrounding residences within the EDC-NG are classified as nonconforming uses since residential uses are inconsistent with uses allowed within their respective zoning designation of EDC-NG without a conditional use permit. Additionally, the majority of the dwelling units in the surrounding area are sporadically placed and do not form a geographically cohesive community. A residential community is located west of Project Sites 1 and 2 within the City of Perris. However, the community is currently separated by Goetz Road which is one of the larger roads in the surrounding area and the Project's construction and operations would not directly or indirectly impact that community. Furthermore, the Project would not involve the removal of vital roadways (e.g. Goetz Road or Ethanac Road) or points of connection for residents but would improve Project area roadways. Therefore, development of the Project would not divide an established community and a less than significant impact would occur.

Mitigation Measures

No mitigation is required.

Impact 4.10-2 *Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

Level of Significance: Less Than Significant

Construction and Operation

The Project shall comply with any applicable federal, state, regional, and local land use plans, policies, and regulations in order to promote efficient, sustainable growth projected in the long-term planning documents. The Project should comply with the goals and policies presented in SCAG’s Connect SoCal, as well as the Menifee GP and MC, and any airport land use compatibility plans (ALUCPs). The Project’s consistency with these applicable goals and policies are described below.

Consistency with SCAG Connect SoCal³

As discussed in Section 4.10.3 above, the Connect SoCal is a long-term planning document intended to guide the growth of the region that includes the Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties. SCAG, along with transportation agencies around the region better connect transportation through the adoptions of Regional Transportation Plans. This also helps achieve greenhouse gas emission reduction goals and federal Clean Air Act requirements through new and bigger infrastructure and bringing housing and jobs closer together. The Plan prioritizes the use of streets and curb space for all travelers, not just in cars, and encourages more housing, jobs, and transit, as well as the use of technology to improve safety and provide meaningful choices to travelers. The plan also strives to achieve broader regional objectives, such as the preservation of natural lands, improvement of public health, support for the region’s vital goods movement industries, and more efficient use of resources. The Project’s compliance with the Connect SoCal would promote the sustainable and beneficial growth of the region. **Table 4.10-1: Consistency with SCAG Connect SoCal Goals** summarizes the Project’s compliance with the Connect SoCal goals.

Table 4.10-1: Consistency with SCAG Connect SoCal Goals

Goal	Consistency
1. Encourage regional economic prosperity and global competitiveness	Consistent: The Project would include warehouse development of which would increase the City’s ability to process and distribute goods which would improve trade both for the City and region.
2. Improve mobility, accessibility, reliability, and travel safety for people and goods	Consistent: Development of the Project Site would help connect people and employment by providing roadway ingress and egress, building, and pedestrian improvements, while continuing to provide well-maintained streets. Roadway improvements would also increase the efficiency of goods transport. Future warehouse uses would further promote the goals of the goods movement as they would be a direct supplier of goods to the region reducing long-range trips. See Section 4.13: Transportation .
3. Enhance the preservation, security, and resilience of the regional transportation system	
4. Increase person and goods movement and travel choices within the transportation system	

³ SCAG. (2020). *Connect SoCal*. Retrieved from: https://scag.ca.gov/sites/main/files/file-attachments/0903connectsocial-plan_0.pdf?1606001176 (accessed January 2024).

Goal	Consistency
5. Reduce greenhouse gas emissions and improve air quality	Consistent: Development of the Project Site would be consistent with current building codes, state and Federal requirements including Green Building Standards. This includes EV Parking spaces, an energy-efficient building, and use of construction and grading equipment that complies with current AQ standards, etc. See Section 4.2: Air Quality, Section 4.7: Greenhouse Gas Emissions, and Section 4.13: Transportation.
6. Support healthy and equitable communities	Consistent: The Project would be constructed consistent with the Menifee GP land use designation/zoning and associated development standards. The Project would be constructed to current building codes, and state and federal requirements including Green Building Standards. Additionally, Project development would increase employment for City residents.
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network	Consistent: The Project would provide roadway improvements and infrastructure improvements that support uses consistent with the 2020-2045 RTP/SCS and remain consistent with current building codes, state and federal requirements including Green Building Standards. This includes EV Parking spaces, energy-efficient buildings, and the use of construction and grading equipment that complies with current AQ standards, etc. See Section 4.2: Air Quality, Section 4.7: Greenhouse Gas Emissions, and Section 4.13: Transportation.
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel	Not applicable: The Project is not a transportation project. However, the Project would include roadway improvements that would result in more efficient travel.
9. Encourage development of diverse housing types in areas that are supported by multiple transportation options	Not applicable: The Project does not propose housing development.
10. Promote conservation of natural and agricultural lands and restoration of habitats	Consistent: The Project conforms with the EDC-NG zoning and land use designation. Industrial development is permitted for all 3 sites.
Source: SCAG. 2020. Connect SoCal. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan_0.pdf?1606001176 (accessed January 3, 2023).	

Consistency with the City of Menifee General Plan

The Menifee GP, adopted in 2013, contains long-term goals and policies meant to guide growth and development within the City. The Project would comply with the land use designations and zoning set by the Menifee GP and MC. Goals and policies from the various resources sections relevant to the Project are analyzed for consistency in **Table 4.10-2: Consistency with the City of Menifee General Plan.**

Table 4.10-2: Consistency with the City of Menifee General Plan

Policy	Consistency
Circulation Element	
Goal C-1: A roadway network that meets the circulation needs of all residents, employees, and visitors to the City of Menifee.	
Policy C-1.1: Require roadways to: <ul style="list-style-type: none"> Comply with federal, state, and local design and safety standards. Meet the needs of multiple transportation modes and users. 	Consistent: The Project is designed to enhance pedestrian and vehicular access and circulation. Ingress and egress driveways would be incorporated into Project design. The Project can be accessed from I 215. Internal Circulation would be compliant to the General Plan and applicable CBC codes.

Policy	Consistency
<ul style="list-style-type: none"> • Be compatible with the streetscape and surrounding land uses. • Be maintained in accordance with best practices. 	
<p>Policy C-1.2: Require development to mitigate its traffic impacts and achieve a peak hour Level of Service (LOS) D or better at intersections, except at constrained intersections at close proximity to the I-215 where LOS E may be permitted.</p>	<p>Consistent: The Project would include roadway improvements to lessen traffic related impacts to less than significant levels. However, LOS is no longer a component of CEQA traffic analysis. (CEQA Guidelines § 15064.3).</p> <p>Further, a VMT analysis was conducted for the Project, (see Appendix L2) to address compliance with Policy C-1.2. The Traffic Study (Appendix L1) details the study intersections which would operate at an unacceptable LOS under various scenarios and provides recommended improvements the Project could implement to obtain acceptable LOS. The Traffic Study concludes by stating that “With the implementation of the recommended improvements, all study intersections are expected to operate at or above the minimum acceptable LOS standard.” Through implementation of measures selected, acceptable LOS would be achieved.</p>
<p>Policy C-1.5: Minimize idling times and vehicle miles traveled to conserve resources, protect air quality, and limit greenhouse gas emissions.</p>	<p>Consistent: Refer to Impact 4.13-2 that discusses the Project impacts on VMT. It is not anticipated for the Project to create a significant impact on VMT as the baseline project VMT per service population and the cumulative project VMT are both lower than the City threshold. Further, the Project would reduce VMT within the City boundary under baseline and cumulative conditions. Therefore, the Project would have a less than significant impact on VMT.</p>
<p>Goal C-2 A bikeway and community pedestrian network that facilitates and encourages nonmotorized travel throughout the City of Menifee.</p>	
<p>Policy C-2.1: Require on- and off-street pathways to:</p> <ul style="list-style-type: none"> • Comply with federal, state, and local design and safety standards. • Meet the needs of multiple types of users (families, commuters, recreational beginners, exercise experts) and meet ADA standards and guidelines. • Be compatible with the streetscape and surrounding land uses. • Be maintained in accordance with best practices. 	<p>Consistent: The Project is designed to enhance pedestrian and bicycle access and circulation. The Project would provide ingress and egress driveways. All Project Site 1 driveways would be 36 feet wide with the exception of Eastern Corsica Lane connecting to Building 3 which would be 26 feet wide. Project Site 2 would have one 40-foot wide driveway and one 36-foot wide driveway. Lastly, Project Site 3 would have one 30-foot wide driveway and one 40-foot wide driveway. The Project would include nearby roadway improvements to improve circulation throughout the Project area. All proposed bike/pedestrian facilities would meet the needs of multiple types of users, be ADA compliant, and connect communities.</p>
<p>Policy C-2.2: Provide off-street multipurpose trails and on-street bike lanes as our primary paths of citywide travel and explore the shared use of low</p>	

Policy	Consistency
speed roadways for connectivity wherever it is safe to do so.	
Policy C-2.3: Require walkways that promote safe and convenient travel between residential areas, businesses, schools, parks, recreation areas, transit facilities, and other key destination points.	
Community Design Element	
Goal CD-3: Projects, developments, and public spaces that visually enhance the character of the community and are appropriately buffered from dissimilar land uses so that differences in type and intensity do not conflict.	
Policy CD-3.1: Preserve positive characteristics and unique features of a site during the design and development of a new project; the relationship to scale and character of adjacent uses should be considered.	Consistent: The Project Sites comply to the land use designations and zoning of the area. The Project’s proposed industrial uses are allowed within the EDC – Northern Gateway land use designation. The Project’s proposed industrial uses are permitted within the EDC-NG zoning. The Project would also adhere to policies pertaining to aesthetics outlined in the City’s GP.
Policy CD-3.3: Minimize visual impacts of public and private facilities and support structures through sensitive site design and construction. This includes, but is not limited to: appropriate placement of facilities; undergrounding, where possible; and aesthetic design (e.g., cell tower stealthing).	Consistent: Refer to Section 4.1: Aesthetics . Undergrounding of existing and proposed aerial utilities would be conducted. Design of the building would be of neutral coloration and aesthetically pleasing. Landscaping would be incorporated throughout the Project Sites.
Policy CD-3.5: Design parking lots and structures to be functionally and visually integrated and connected; off-street parking lots should not dominate the street scene.	Consistent: The Project would comply with the Menifee GP goals and policies listed in Section 4.1.3 as they pertain to aesthetics and scenic quality. Parking, loading, trash and service areas shall be screened by structures or landscaping, consisting of trees, shrubs, walls, and fencing.
Policy CD-3.8: Design retention/detention basins to be visually attractive and well-integrated with any associated project and with adjacent land uses.	Consistent: Refer to Section 4.9: Hydrology and Water Quality . The Project would comply with the DAMP for the Santa Ana Region and follow guidelines and Project specific BMPs. Implementation of the construction BMPs and on-site drainage improvements would direct water to the proposed Drainage Management Area. The Project would utilize drop inlets, storm drains, underground basins, and concrete channels to direct water and help mitigate overflow. The basins are designed to weaken the flow of post-development runoff to pre-development conditions, and have been designed to treat runoff for pollutants, pursuant to SWRCB regulations.
Policy CD-3.9: Utilize Crime Prevention through Environmental Design (CPTED) techniques and defensible space design concepts to enhance community safety.	Consistent: The Project shall include the strategic use of nighttime security lighting, avoidance of landscaping and fencing that limit sightlines, and use of a single, clearly identifiable point of entry.

Policy	Consistency
<p>Policy CD-3.10: Employ design strategies and building materials that evoke a sense of quality and permanence.</p>	<p>Consistent: Refer to Section 4.1: Aesthetics. The Project would comply with the Menifee GP goals and policies listed in Section 4.1.3 as they pertain to aesthetics and scenic quality. Parking, loading, trash and service areas shall be screened by structures, fencing, decorative walls, and landscaping such as trees, shrubs, and ground cover. Outside storage shall also be screened with structures or landscaping. The Project would also include drought tolerant landscaping placed adjacent to the exterior boundaries of the area so that materials stored are screened from view. All lighting, including spotlights, floodlights, electrical reflectors, and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas shall be focused, directed, and arranged to prevent glare or direct illumination on streets or adjoining property.</p>
<p>Policy CD-3.14: Provide variations in color, texture, materials, articulation, and architectural treatments. Avoid long expanses of blank, monotonous walls or fences.</p>	<p>Consistent: Project development would consist of variations in color, texture, materials, articulation, and architectural treatments in compliance with the City General Plan.</p>
<p>Policy CD-3.15: Require property owners to maintain structures and landscaping to high standards of design, health, and safety.</p>	<p>Consistent: Refer to the Project’s Conceptual Landscape Plan for sites 1, 2 and 3, which incorporates design standards and health and safety for structures through the design review/discretionary City approval process. Improvements for signage, perimeter walls, fencing, pilaster, etc. shall be maintained by an owner’s association or private owner(s).</p>
<p>Policy CD-3.16: Avoid use of long, blank walls in industrial developments by breaking them up with vertical and horizontal façade articulation achieved through stamping, colors, materials, modulation, and landscaping.</p>	<p>Consistent: Refer to Section 4.1: Aesthetics. The Project would comply with the Menifee GP goals and policies as they pertain to aesthetics and scenic quality. The Project would consist of various colors, textures, materials, and architectural treatments (refer to Section 2.0: Project Description; Exhibit 2-6: Project Site 1 Conceptual Building Elevations, Exhibit 2-8: Project Site 2 Conceptual Building Elevations, and Exhibit 2-10: Project Site 3 Conceptual Building Elevations. Project development areas shall be screened by structures such as decorative walls, and landscaping consisting of trees, shrubs, and varying ground cover.</p>
<p>Policy CD-3.17: Encourage the use of creative landscape design to create visual interest and reduce conflicts between different land uses.</p>	<p>Consistent: Refer to Section 2.0: Project Description; Exhibit 2-11: Project Site 1 Conceptual Landscape Plan, Exhibit 2-12: Project Site 2 Conceptual Landscape Plan, and Exhibit 2-13: Project Site 3 Conceptual Landscape Plan. Project Sites 1, 2, and 3 would consist of varying species of tree, flora, and shrubbery. Landscaping would be provided along the site boundaries, which would reduce conflicts between different land uses.</p>
<p>Policy CD-3.19: Design walls and fences that are well integrated in style with adjacent structures and</p>	<p>Consistent: Refer to Section 2.0: Project Description; Exhibit 2-11: Project Site 1 Conceptual Landscape Plan,</p>

Policy	Consistency
<p>terrain and utilize landscaping and vegetation materials to soften their appearance.</p>	<p>Exhibit 2-12: Project Site 2 Conceptual Landscape Plan, and Exhibit 2-13: Project Site 3 Conceptual Landscape Plan. Also refer to Section 2.0: Project Description; Exhibit 2-6: Project Site 1 Conceptual Building Elevations, Exhibit 2-8: Project Site 2 Conceptual Building Elevations, and Exhibit 2-10: Project Site 3 Conceptual Building Elevations. Landscaping shall be placed in a manner adjacent to the exterior boundaries of the area so that materials stored are screened from view. All new utilities shall be underground. All roof mounted mechanical equipment shall be screened from the ground elevation view to a minimum sight distance of 1,320 feet. All lighting, including spotlights, floodlights, electrical reflectors, and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas shall be focused, directed, and arranged to prevent glare or direct illumination on streets or adjoining property. The Project would comply with GP Policy CD-3.19.</p>
<p>Policy CD-3.20: Avoid the blocking of public views by solid walls.</p>	<p>Consistent: Refer to Section 4.1: Aesthetics Policy CD-3.14 and Policy CD-3.20 which ensures the Project would avoid long expanses of blank, monotonous walls or fences and avoids solid walls that block public views.</p>
<p>Policy CD-3.22: Incorporate visual buffers, including landscaping, equipment and storage area screening, and roof treatments, on properties abutting either Interstate 215 or residentially designated property.</p>	<p>All new utilities shall be underground. All roof mounted mechanical equipment shall be screened from the ground elevation view to a minimum sight distance of 1,320 feet. All lighting, including spotlights, floodlights, electrical reflectors, and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas shall be focused, directed, and arranged to prevent glare or direct illumination on streets or adjoining property.</p>
<p>Goal CD-5: Economic Development Corridors that are visually distinctive and vibrant and combine commercial, industrial, residential, civic, cultural, and recreational uses.</p>	
<p>Policy CD-5.3: Consider shared parking and reduced parking standards in areas designated as Economic Development Corridor.</p>	<p>Parking on Project Site 1 would be shared between the three buildings located on-site and is located in the middle of the two buildings. Project Site 2 would provide parking stalls around the rear and sides of the building. Project Site 3 would include parking in the front of the building along Ethanac Road.</p>
<p>Policy CD-5.6: Orient building entrance toward the street and provide parking in the rear, when possible.</p>	<p>Refer to site plans for Project Sites 1, 2 and 3. Project Site 1 building entrances would be located along Goetz Road and Wheat Street. Parking would be located near the Center of the Project Site away from public views. Project Site 2 has parking located in the rear of the building. Furthermore, Project Site 3’s building entrance is facing north towards Ethanac Road.</p>

Policy	Consistency
Goal CD-6: Attractive landscaping, lighting, and signage that conveys a positive image of the community.	
Policy CD-6.3: Require property owners to maintain the existing landscape on developed nonresidential sites and replace unhealthy or dead landscaping.	Consistent: Refer to Section 2.0: Project Description; Exhibit 2-11: Project Site 1 Conceptual Landscape Plan, Exhibit 2-12: Project Site 2 Conceptual Landscape Plan, and Exhibit 2-13: Project Site 3 Conceptual Landscape Plan. Improvements for signage, perimeter walls, fencing, pilaster, etc. shall be maintained by the association or private owner(s).
Policy CD-6.4: Require that lighting and fixtures be integrated with the design and layout of a project and that they provide a desirable level of security and illumination.	Consistent: Refer to Section 4.1: Aesthetics. City Development Code Chapter 9.205, Lighting Standards, which minimizes light pollution, prevents glare and light trespass, conserves energy and resources, and preserves the visibility of night skies in accordance with Lighting Standards requirements set forth in Chapter 6.01 (Dark Sky, Light Pollution). These standards include shielding, level of illumination, signage, lighting fixture heights, accent lighting, etc. The lighting standards apply to lighting plans, new uses and buildings, and modifications to existing structures. The Project would require approval of a lighting plan by the designated approving authority.
Policy CD-6.5: Limit light leakage and spillage that may interfere with the operations of the Palomar Observatory.	Consistent: Refer to Section 4.1: Aesthetics. Once operational, the building would use interior lighting and exterior security and parking lot lighting. Consistent with City Development Code Chapter 9.205, Lighting Standards, all lighting, including spotlights, floodlights, electrical reflectors, and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas shall be focused, directed, and arranged to prevent glare or direct illumination on streets or adjoining property.
Land Use Element	
Goal LU-2: Thriving Economic Development Corridors that accommodate a mix of nonresidential and residential uses that generate activity and economic vitality in the City.	
Policy LU-2.1: Promote infill development that complements existing neighborhoods and surrounding areas. Infill development and future growth in Menifee is strongly encouraged to locate within EDC areas to preserve the rural character of rural, estate, and small estate residential uses.	Consistent: The Project would comply with the Menifee GP goals and policies pertaining to land use and development. The Project is located in land designated as EDC. Additionally, the Project Sites mostly contain undeveloped lands zoned for EDC-NG.
Goal LU-3: A full range of public utilities and related services that provide for the immediate and long-term needs of the community.	
Policy LU-3.1: Work with utility providers in the planning, designing, and siting of distribution and support facilities to comply with the standards of the General Plan and Development Code.	Consistent: As discussed in Section 4.15: Utilities and Service Systems , the Project would be adequately served by existing natural gas and electricity utilities and service systems.

Policy	Consistency
Policy LU-3.2: Work with Utility providers to increase service capacity as demand increases.	Consistent: The Project would receive utility services from Southern California Edison and Southern California Gas.
Policy LU-3.4: Require that approval of new development be contingent upon the project's ability to secure appropriate infrastructure services.	Consistent: As discussed in Section 4.15: Utilities and Service Systems , the Project would be adequately served by existing utilities and service systems.
Policy LU-3.5: Facilitate the shared use of right-of-way, transmission corridors, and other appropriate measures to minimize the visual impact of utilities infrastructure throughout Menifee.	Consistent: The Project would comply with the Menifee GP goals and policies listed in Section 4.1.3 as they pertain to aesthetics and scenic quality. Existing and proposed aerial utilities would be undergrounded as part of the Project, minimizing visual impacts.
Goal LU-4: Ensure development is consistent with the Riverside County Airport Land Use Compatibility Plan.	
Policy LU-4.2: Ensure that development proposals within the March Air Reserve Base and Perris Valley Airport areas of influence fully comply with the permit procedures specified in Federal and State law, with the referral requirements of the Airport Land Use Commission (ALUC), and with the conditions of approval imposed or recommended by the Federal Aviation Administration and ALUC, such as land use compatibility criteria, including density, intensity, and coverage standards. This requirement is in addition to all other City development review requirements.	Consistent: The Project would comply with land use plans, policies, and regulations that would apply to its development and the surrounding area. Project Site 3 is located within Compatibility Zone E of the March Air Reserve Base. Within Compatibility Zone E of the Airport Influence Area (AIA), residential density and non-residential intensity are not restricted. Furthermore, noise impacts are low to moderate, and risk of accidents is low. Airspace protection is the major concern in that aircraft pass over these areas while flying to, from, or around the March Air Reserve Base. All new development would be in accordance with the Compatibility Zone E and all state, county, and local goals, policies, and regulations.
Noise Element	
Goal N-1: Noise-sensitive land uses are protected from excessive noise and vibration exposure.	
Policy N-1.1: Assess the compatibility of proposed land uses with the noise environment when preparing, revising, or reviewing development project applications.	Consistent: The Project's noise-related impacts were evaluated in Section 4.11: Noise . Mitigation measure (MM) NOI-1 would be implemented to reduce significant impacts to less than significant levels.
Policy N-1.2: Require new projects to comply with the noise standards of local, regional, and state building code regulations, including but not limited to the city's Municipal Code, Title 24 of the California Code of Regulations, the California Green Building Code, and subdivision and development codes.	Consistent: Refer to Section 4.11: Noise . The Project would comply with this policy. These noise standards are applied to new construction in California for interior noise compatibility from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 65 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. Construction would occur during days and times prescribed by the City of Menifee Noise Ordinance. Further, to avoid unnecessary annoyance from construction noise, construction noise

Policy	Consistency
	<p>control MM NOI-1 shall be implemented. With mitigation incorporated, construction noise impacts would be less than significant. There would be periodic, temporary, noise impacts that would cease upon completion of construction activities. The Project would contribute to other proximate construction Project noise impacts if construction activities were conducted concurrently. However, based on the noise analysis above, the Project’s construction-related noise impacts would be less than significant, following implementation of MM NOI-1, and compliance with the Menifee GP, and the MC.</p>
<p>Policy N-1.7: Mitigate exterior and interior noises to the levels listed in the table below to the extent feasible, for stationary sources adjacent to sensitive receptors. See Table N-1 in Section 4.11: Noise.</p>	<p>Consistent: As concluded in Section 4.11: Noise, the Project’s on-site and cumulative noise impacts from stationary sources to sensitive receptors would be less than significant without mitigation incorporated. The Project would achieve this through compliance with required stationary source noise standards set within this policy.</p>
<p>Policy N-1.8: Locate new development in areas where noise levels are appropriate for the proposed uses. Consider federal, state, and city noise standards and guidelines as a part of new development review.</p>	<p>Consistent: Refer to Section 4.11: Noise and Appendix J. The Project would comply with this policy as the Project is permitted by right in the EDC-NG land use and zoning designation. These noise standards are applied to new construction in California for interior noise compatibility from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 65 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. Construction would occur during days and times prescribed by the City of Menifee’s Noise Ordinance. The Project would contribute to other proximate construction Project noise impacts if construction activities were conducted concurrently. However, based on the noise analysis above, the Project’s construction-related noise impacts would be less than significant, following implementation of MM NOI-1 and compliance with the Menifee GP and MC. Although sensitive uses may be exposed to elevated noise levels during project construction, these noise levels would be acoustically dispersed throughout the Project Site and not concentrated in one area near surrounding sensitive uses. Construction noise would therefore have a less than significant impact.</p>

Policy	Consistency
<p>Policy N-1.9: Limit the development of new noise-producing uses adjacent to noise-sensitive receptors and require that new noise-producing land be are designed with adequate noise abatement measures.</p>	<p>Consistent: Refer to Section 4.11: Noise. The nearest sensitive receptor to Project Site 1 is a single-family residence 50 feet to the east. The nearest sensitive receptors to Project Site 2 are single-family residences located 40 feet to the west. The nearest sensitive receptor to Project Site 3 is a single-family residence located 1,130 feet to the west.</p> <p>Although sensitive uses may be exposed to elevated noise levels during Project construction, these noise levels would be acoustically dispersed throughout the Project Sites and not concentrated in one area near surrounding sensitive uses. Construction noise would therefore have a less than significant impact.</p>
<p>Policy N-1.13: Require new development to minimize vibration impacts to adjacent uses during demolition and construction.</p>	<p>Consistent: Refer to Section 4.11: Noise. This section describes that at 40 feet, the vibration velocities from construction equipment would not exceed 0.0440 in/sec PPV, which is below the FTA's 0.20 in/sec PPV threshold for building damage and below the 0.4 in/sec PPV annoyance threshold. It is also acknowledged that construction activities would occur throughout the Project Site and would not be concentrated at the point closest to the nearest structure. Therefore, vibration impacts associated with Project construction would be less than significant.</p>
<p>Policy N-1.15: Employ noise mitigation practices and materials, as necessary, when designing future streets and highways, and when improvements occur along existing road segments. Mitigation measures should emphasize the establishment of natural buffers or setbacks between the arterial roadways and adjoining noise-sensitive areas.</p>	<p>Consistent: The Project would be required to adhere to the stationary source noise standards set within this policy.</p>
<p>Goal N-2: Minimal Noise Spillover. Minimal noise spillover from noise-generating uses, such as agriculture, commercial, and industrial uses into adjoining noise-sensitive uses.</p>	
<p>Policy N-2.1: Require that new developments abutting residentially designated properties that operate stationary noise sources such as industrial, commercial, entertainment, institutional uses, hospitals, or large hotels, be designed to minimize noise impacts generated by loading areas, parking lots, trash enclosures, mechanical equipment, and any other noise-generating features to the extent feasible.</p>	<p>Consistent: Refer to Section 4.11: Noise. The nearest sensitive receptor to Project Site 1 is a single-family residence 50 feet to the east. The nearest sensitive receptors to Project Site 2 are single-family residences located 40 feet to the west. The nearest sensitive receptor to Project Site 3 is a single-family residence located 1,130 feet to the west.</p> <p>Although sensitive uses may be exposed to elevated noise levels during Project construction, these noise levels would be acoustically dispersed throughout the Project Site and not concentrated in one area near surrounding sensitive uses. Construction noise would therefore have a less than significant impact.</p>
<p>Policy N-2.2: Require commercial or industrial truck delivery hours to be limited when adjacent to noise-</p>	<p>Consistent: Refer to Section 4.11: Noise. All construction activities and haul truck deliveries shall adhere to</p>

Policy	Consistency
sensitive land uses unless there is no feasible alternative or there are overriding transportation benefits.	Menifee MC Section 9.09.030(B), which prohibits construction activities that make loud noise from occurring between 6:00 p.m. and 6:00 a.m. during the months of June through September, and between 6:00 p.m. and 7:00 a.m. during the months of October through May, and on Sundays and Federal holidays. Compliance with Menifee MC Section 9.09.030 would reduce construction-related noise impacts.
Open Space & Conservation Element	
Goal OSC-4: Efficient and environmentally appropriate use and management of energy and mineral resources to ensure their availability for future generations.	
Policy OCS-4.1: Apply energy efficiency and conservation practices in land use, transportation demand management, and subdivision and building design.	Consistent: Refer to Section 4.5: Energy . As further discussed in this Section, the Project’s energy usage would not exceed one percent of the corresponding uses within the County. Project operations would not substantially affect existing energy or fuel supplies or resources. All Project buildings would comply with applicable energy and fuel efficiency laws and regulations. For example, the Project would comply with Title 24 Codes and Standards, renewable electricity goals as well as the CALGreen Code to ensure energy efficiency. Additionally, MM GHG-1 requires the Project applicant to install solar PV panels or offset an equivalent amount of energy demand through alternative renewable measures. However, unmitigated Project electricity during both construction and operation phases would be insignificant without implementation of mitigation.
Policy OCS-4.2: Evaluate public and private efforts to develop and operate alternative systems of energy production, including solar, wind, and fuel cell.	Consistent: Refer to Section 4.5: Energy . As discussed in Impact 4.5-1, the energy conservation policies and plans relevant to the Project include the California Title 24 energy standards and the CALGreen Building Code. The Project would be required to comply with these existing energy standards. Compliance with state and local energy efficiency standards would ensure that the Project meets all applicable energy conservation policies and regulations. 2022 Title 24 standards for new residential and nonresidential buildings will focus on encouraging electric heat pump technology and use, promote electric-ready buildings to get owners to use cleaner electric heating, cooking, and vehicle charging, expanding solar photovoltaic systems and battery storage systems to reduce reliance on fossil fuel power plants.

Policy	Consistency
Goal OSC-5: Archaeological, historical, and cultural resources are protected and integrated into the City's built environment.	
<p>Policy OCS-5.1: Preserve and protect archaeological and historic resources and cultural sites, places, districts, structures, landforms, objects and native burial sites, traditional cultural landscapes and other features, consistent with state law and any laws, regulations or policies which may be adopted by the city to implement this goal and associated policies.</p> <p>Policy OCS-5.3: Preserve sacred sites identified in consultation with the appropriate Native American tribes whose ancestral territories are within the city, such as Native American burial locations, by avoiding activities that would negatively impact the sites, while maintaining the confidentiality of the location and nature of the sacred site.</p>	<p>Consistent: The Project's impacts on cultural resources are analyzed within Section 4.4: Cultural Resource. A Phase I Cultural Resource Assessment was conducted for the Project by BCR Consulting LLC, in June 2023. It was concluded that the Project would not cause an adverse change in the significance of a historical resource pursuant to State CEQA Guidelines § 15064.5, with the implementation of mitigation measures recommended. Additionally, Project development would be subject to compliance with the established federal, state, and local regulatory framework concerning the protection of cultural resources.</p>
<p>Policy OCS-5.4: Establish clear and responsible policies and best practices to identify, evaluate, and protect previously unknown archaeological, historic, and cultural resources, following applicable CEQA and NEPA procedures and in consultation with the appropriate Native American tribes who have ancestral lands within the city.</p>	<p>Consistent: Refer to response to Goal OSC-5-1 above. Given the negative results of the Phase I Cultural Resource Assessment, no additional work in conjunction with cultural resources is recommended for the Project. Even though the cultural report did not warrant or recommend further monitoring as the chance of encountering buried archaeological deposits is considered very low, to avoid any inadvertent discovery of archaeological resources, monitoring of future earth-disturbing activities will be conducted according to COA-CUL-1 through COA-CUL-8.</p> <p>Additionally, a record search of the NAHC Sacred Lands File was completed for the area of potential effect "the Project Site" and the search returned negative results. The Project's potential impacts concerning the significance of an archaeological, historical, and cultural resources would be less than significant, with adherence to Standards Conditions of Approval COA-CUL-1 through COA-CUL-8 and MM CUL-1 which would further minimize impacts.</p>
Goal OSC-7: A reliable and safe water supply that effectively meets current and future user demands.	
<p>Policy OCS-7.1: Work with the Eastern Municipal Water District to ensure that adequate, high-quality potable water supplies and infrastructure are provided to all development in the community.</p>	<p>Consistent: The Project would receive potable water from EMWD. Section 4.15: Utilities and Service Systems determined that EMWD would have adequate supply to support the Project's water demand in conjunction with cumulative development. Refer to Section 4.15 for more information.</p>
<p>Policy OCS-7.2 Encourage water conservation as a means of preserving water resources.</p>	<p>Consistent: Refer to Section 4.9: Hydrology and Water Quality for more information. The Project would comply with the RCWQMP for the Santa Ana River Region of Riverside County, with would address post-construction</p>

Policy	Consistency
	urban runoff from new development, identify the BMPs, and provide water quantity and quality guidelines and protection of receiving water bodies.
Goal OSC-8: Protected biological resources, especially sensitive and special status wildlife species and their natural habitats.	
Policy OCS-8.4: Identify and inventory existing natural resources in the City of Menifee.	Consistent: The Project’s impacts to biological resources were evaluated in Section 4.3: Biological Resources of this EIR. A Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis (July 2023), was conducted for the Project Site by ELMT Consulting. Each assessment identified and inventoried the existing natural resources surrounding the Project Site, within the City. Where necessary, mitigation measures are implemented to reduce impacts to the surrounding natural resources. All Project potential impacts to biological resources would be less than significant in consideration of compliance with existing laws, ordinances, regulations and standards, and implementation of EIR mitigation measures.
Policy OCS-8.5: Recognize the impacts new development will have on the city's natural resources and identify ways to reduce these impacts.	
Goal OSC-9: Reduced impacts to air quality at the local level by minimizing pollution and particulate matter.	
Policy OCS-9.1: Meet state and federal clean air standards by minimizing particulate matter emissions from construction activities.	Consistent: The Project’s impacts to air quality were evaluated in Section 4.2: Air Quality of this EIR. Where necessary, mitigation measures are implemented to reduce impacts to less than significant levels.
Policy OCS-9.2: Buffer sensitive land uses, such as residences, schools, care facilities, and recreation areas from major air pollutant emission sources, including freeways, manufacturing, hazardous materials storage, wastewater treatment, and similar uses.	Consistent: Refer to response to Goal OSC-9.1 above. Sensitive land uses surrounding the Project consist mostly of residential uses. The nearest sensitive receptor to Project Site 1 is a single-family residence 50 feet to the east. The nearest sensitive receptors to Project Site 2 are single-family residences located 40 feet to the west. The nearest sensitive receptor to Project Site 3 is a single-family residence located 1,130 feet to the west. The LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable state or federal ambient air quality standard. The ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations. Neither the SCAQMD nor any other air district currently have methodologies that would provide Lead Agencies and CEQA practitioners with a consistent, reliable, and meaningful analysis to correlate specific health impacts that may result from a proposed project’s mass emissions. Information on health impacts related to exposure to ozone and particulate matter emissions

Policy	Consistency
	can be found here: http://www.capcoa.org/health-effects/ .
Policy OCS-9.3: Comply with regional, state, and federal standards and programs for control of all airborne pollutants and noxious odors, regardless of source.	Consistent: Refer to response to Goal OSC-9.1 above. Potential odor sources associated with the Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the proposed Project’s (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the solid waste regulations. The Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances.
Policy OCS-9.5: Comply with the mandatory requirements of Title 24 Part 1 of the California Building Standards Code (CALGreen) and Title 24 Part 6 Building and Energy Efficiency Standards.	Consistent: Refer to response to Goal OSC-9.1 above, and refer to Section 4.2: Air Quality, Section 4.5: Energy, and Section 4.7: Greenhouse Gas Emissions for how the Project is compliant with the mandatory requirements of Title 24. The 2022 version of Title 24 was adopted by the CEC and became effective on January 1, 2023. It should be noted that the analysis herein assumes compliance with the 2022 Title 24 Standards. The Project would be designed and constructed to implement the energy efficiency measures for new industrial developments and would include several measures designed to reduce energy consumption. CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2023 California Green Building Code Standards.
Safety Element	
Goal S-1: A community that is minimally impacted by seismic shaking and earthquake-induced or other geologic hazards.	
Policy S-1.1: Require all new habitable buildings and structures to be designed and built to be seismically resistant in accordance with the most recent California Building Code adopted by the city.	Consistent: Refer to Section 4.6 Geology and Soils for more information. The Project would comply with the latest California Building Code which includes, but is not limited to, seismic-resistant design standards.
Goal S-2: A community that has used engineering solutions to reduce or eliminate the potential for injury, loss of life, property damage, and economic and social disruption caused by geologic hazards such as slope instability; compressible, collapsible, expansive or corrosive soils; and subsidence due to groundwater withdrawal.	
Policy S-2.1: Require all new developments to mitigate the geologic hazards that have the	Consistent: Refer to Section 4.6: Geology and Soils for more information. Geologic hazards, including seismic shaking was analyzed for the Project. Project design

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potential to impact habitable structures and other improvements.	features would be implemented in compliance to applicable federal, state, regional, and local regulations.
<p>Policy S-2.2: Monitor the losses caused by geologic hazards to existing development and require studies to specifically address these issues, including the implementation of measures designed to mitigate these hazards, in all future developments in these areas.</p>	<p>Consistent: Refer to Section 4.6: Geology and Soils for more information. Geotechnical Investigations were prepared for all three Project Sites by LOR Geotechnical Group. According to the geotechnical investigation prepared for this Project, the Project Sites are not within an Alquist-Priolo fault zone and there was no evidence of faulting identified during the investigation of the Project Sites. All Project Sites are located within a zone of very low to low liquefaction susceptibility. In addition, the soil conditions encountered at the boring locations are not considered to be conducive to liquefaction and the Project Site and the immediate area are not within a zone of generalized landslide susceptibility. Furthermore, per LOR Geotechnical recommendations, excavation, filling, and subgrade preparation would be performed in a manner and sequence that would provide drainage at all times and proper control of erosion to reduce impacts of substantial erosion. In conclusion, the Project’s compliance with applicable state and local design standards and regulations would ensure that impacts related to geology and soils are reduced to less than significant levels. None of the Project characteristics would affect or influence the geotechnical hazards for off-site development and any cumulative development would be required to comply with the same applicable state and local design standards, regulations, goals, and policies. For these reasons, no significant cumulative geotechnical impacts would occur for the Project.</p>
<p>Policy S-2.3: Minimize grading and modifications to the natural topography to prevent the potential for man-induced slope failures.</p>	<p>Consistent: Refer to Section 4.6 Geology and Soils for more information. No major grading or excavation would be needed to substantially alter the slope of the Project Sites, create, or remove steep slopes, create retaining walls, or make other landform modifications. Nevertheless, grading and earthwork activities during construction would expose soils to potential short-term erosion by wind and water. During construction, the Project would be required to comply with erosion and siltation control measures.</p>
<p>Goal S-4: A community that has effective fire mitigation and response measures in place, and as a result is minimally impacted by wildland and structure fires.</p>	
<p>Policy S-4.1: Require fire-resistant building construction materials, the use of vegetation control methods, and other construction and fire prevention features to reduce the hazard of wildland fire.</p>	<p>Consistent: Refer to Section 4.12: Public Services. The Project would include a minimum of fire safety and fire suppression features, including type of building construction, fire sprinklers, a fire hydrant system, and paved access.</p>

Policy	Consistency
<p>Policy S-4.4: Review development proposals for impacts to fire facilities and compatibility with fire areas or mitigate.</p>	<p>Consistent: Refer to Section 4.12: Public Services. Station 68 is located at 26020 Wickerd Road, approximately 6.08 miles southeast of the Project Site 1, 6.33 miles southeast from Project Site 2, and 6.37 miles southwest from Project Site 3. Station 76 is located at 29950 Menifee Road, approximately 5.12 miles southeast of the Project Site 1, 5.29 miles southeast from Project Site 2, and 4.44 miles southeast from Project Site 3. Station 5 is located at 28971 Goetz Road in Menifee, approximately 2.7 miles southwest of Project Site 1, 2.89 miles southwest from Project Site 2, and 3.7 miles southwest from Project Site 3. Station 7 located at 28349 Bradley Road, Sun City, CA 92586, and Station 54 located at 25730 Sultans Road, Homeland, CA 92548. Station 7 is approximately 2.56 miles southwest of the Project Site 1, 2.75 miles from Project Site 2, and 2.25 miles from Project Site 3. Lastly, Station 54 is approximately 5.3 miles northeast of the Project Site 1, 5.28 miles northeast from Project Site 2, and 3.93 miles east from Project Site 3</p> <p>Based on the Project Site’s proximity to these existing fire stations, the Project would be adequately served by fire protection services, and no new or expanded unplanned facilities would be required. The Project would include a minimum of fire safety and fire suppression features, including type of building construction, fire sprinklers, a fire hydrant system, and paved access. The Project proposes the development of approximately 461,237 square feet (SF) of industrial warehousing within four buildings on three separate sites, totaling 26.23 total gross-acres. Fire protection apparatus ingress and egress would be available via three driveways on Corsica Lane and one driveway at Goetz Road. Project Site 2 ingress and egress would be provided via two proposed driveways. Project Site 3 ingress and egress would be provided via two proposed driveways on Evans Road. Internal circulation for automobiles, trucks, and emergency vehicles would be provided via a 26-foot-wide fire access lane. The 26-foot-wide fire lane with red curbs and signage per fire department standards would allow fire apparatus access around the building. The minimum number of fire hydrants required, as well as the location and spacing of fire hydrants, shall comply with the California Fire Code (CFC) and National Fire Protection Association (NFPA) 24. Overall, the Project would receive adequate fire protection service and would not result in adverse physical impacts associated with the provision of or need</p>

Policy	Consistency
	<p>for new or physically altered fire protection facilities, and would not adversely affect service ratios, response times, or other performance objectives. Because no fire protection facilities exist on the Project Site, development of the Project would not conflict with existing fire structures or require modification of fire protection facilities. Compliance with applicable local and state regulations would ensure that Project implementation would result in a less than significant impact to fire protection services.</p>
<p>Goal S-5: A community that has reduced the potential for hazardous materials contamination.</p>	
<p>Policy S-5.1: Locate facilities involved in the production, use, storage, transport, or disposal of hazardous materials away from land uses that may be adversely impacted by such activities and areas susceptible to impacts or damage from a natural disaster.</p>	<p>Consistent: Refer to Section 4.8: Hazards and Hazardous Materials, Impact 4.8-1. Project construction would involve the use, storage, transport, and disposal of hazardous materials and would therefore be required to conform to existing laws and regulations. There are no identified USTs or ASTs on-site for all three Project Sites. Phase I ESAs conducted for the Project revealed no Recognized Environmental Conditions (RECs), Controlled Recognized Environmental Conditions (CRECs), or Historical Recognized Environmental Conditions (HRECs).</p>
<p>Policy S-5.4: Ensure that all facilities that handle hazardous materials comply with federal and state laws pertaining to the management of hazardous wastes and materials.</p>	<p>Consistent: Refer to Section 4.8: Hazards and Hazardous Materials. Project construction would involve the use, storage, transport, and disposal of hazardous materials and would therefore be required to conform to existing laws and regulations. Compliance with applicable laws and regulations concerning hazardous materials (California Fire Code, OSHA, Construction Safety Orders § 1529 (pertaining to ACM) and § 1532.1 (pertaining to LBP) from Title 8 of the CCR and Part 61, Subpart M, of the CFR (pertaining to ACM), CCR Title 8 § 1529, etc.) would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts. Demolition of buildings and equipment on the Project Site has the potential to expose and disturb Asbestos-Containing Materials (ACMs), Polychlorinated Biphenyls (PCBs), and Lead-Based Paint (LBP). The removal of these hazardous materials, such as PCBs, would be completed in accordance with applicable regulations pursuant to 40 CFR 761 (PCBs) by workers with the HAZWOPER training, as outlined in 29 CFR 1910.120 and 8 CEQA Guidelines 5192. The removal of LBP material shall be implemented in accordance with CEQA Guidelines, Title 8 § 1532.1, the CFR (Title 40, Part 745, and Title 29, Part 1926), the U.S. EPA’s Lead Renovation, Repair and Painting Program Rules and Residential Lead-Based Paint Disclosure Program, and §§ 402/404 and 403, and Title IV of the</p>

Policy	Consistency
	<p>TSCA. Therefore, hazards to the public or the environment arising from the routine transport, use, or disposal of hazardous materials during Project construction would be less than significant. The use, storage, transport, and disposal of hazardous materials would be governed by existing regulations of several agencies, including the U.S. EPA, U.S. Department of Transportation, California OSHA, and the Riverside County Fire Protection District. Compliance with applicable laws and regulations governing the use, storage, transportation, and disposal of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts. Additionally, the Project would also be operated with strict adherence to all emergency response plan requirements set forth by the Riverside County Fire Protection District. Mandatory compliance with laws and regulations, would ensure that operational impacts would be less than significant.</p>
<p>Policy S-5.5: Require facilities that handle hazardous materials to implement mitigation measures that reduce the risks associated with hazardous material production, storage, and disposal.</p>	<p>Consistent: Refer to response above and Section 4.8: Hazards and Hazardous Materials. MM HAZ-1 requires an asbestos survey to be conducted by an Asbestos Hazard Emergency Response Act (AHERA) and Cal/OSHA certified building inspector to determine the presence or absence of ACM. In unique or nonhomogeneous areas, discrete samples of potential ACMs shall be collected. If ACMs are located, abatement of asbestos shall be completed prior to any activities that would disturb ACMs or create an airborne asbestos hazard. Furthermore, all asbestos removal shall be performed by a State certified asbestos containment contractor in accordance with the SCQAMD Rule 1403. MM HAZ-1 would therefore protect workers and the public from potential exposure to hazardous materials and wastes during demolition and impacts would be less than significant.</p>
<p>Source: City of Menifee. 2013. City of Menifee General Plan. Available at: https://www.cityofmenifee.us/221/General-Plan (accessed November 2023).</p>	

Consistency with the City of Menifee Good Neighbor Policies

The intent of the Good Neighbor Policies, in siting new warehouse, logistics and distribution uses, include:

1. Minimize impacts to sensitive uses;
2. Protect public health, safety, and welfare by regulating the design, location and operation of facilities; and
3. Protect neighborhood character of adjacent communities.

In addition to compliance with the provisions of the Development Code, the Project would adhere to the supplemental general performance standards concerning site design, access, layout, and signage. The Project would also comply with environmental considerations policies pertaining to air quality, greenhouse gas emissions (GHGs), noise, and traffic. The Project’s environmental impacts

associated with the aforementioned environmental topics have been analyzed in their appropriate section in this EIR. Applicable mitigation measures, laws, ordinances, and regulations, and payment of fees have been implemented to reduce impacts. Therefore, the Project would not conflict with the City's Good Neighbor Policies.

Consistency with the Perris Valley and March Air Reserve Base/Inland Port Airport Land Use Compatibility Plans

The Project is within the Perris Valley and March Air Reserve Base (ARB)/Inland Port ALUCP airport influence area boundaries. The Project NOP was sent to the Riverside County ALUC for review. The Riverside County ALUC indicated that the Project is within Compatibility Zone E for both ALUCPs and review by ALUC is not required because the City is consistent with the ALUCPs. Nevertheless, the Project subject to COA-HAZ-1 and COA-HAZ-2.

There are no limits, restrictions, or requirements for density/intensity standards pertinent to Zone E. Prohibited uses include hazards to flight. Countywide Policy 4.3.1 ensures additional hazards to flight are to be avoided in the vicinity of March ARB/IPA. Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. Man-made features must be designed to avoid heightened attraction of birds. For Zone E, other development conditions include disclosure only.⁴

Conclusion

Overall, the Project would comply with land use plans, policies, and regulations that would apply to its development and the surrounding area. The Project would therefore cause a less than significant impact regarding compliance with land use policies and no mitigation is required.

Mitigation Measures

No Mitigation is required.

4.10.6 Cumulative Impacts

The geographic area for the analysis of cumulative impacts to land use and planning includes the jurisdiction of local and regional agencies including the City of Menifee, County of Riverside, and SCAG, where land use changes could interact with land use changes under the Project to result in cumulative effects. **Table 3-1: List of Cumulative Projects** and **Figure 3-1: Location of Cumulative Projects**, represent past, present, and potential future projects that could lead to cumulative impacts once combined with the Project.

Land use impacts would not be cumulatively considerable if the Project, in conjunction with other past, present, reasonably foreseeable future projects, would be designed or otherwise conditioned to maintain consistency with adopted land use plans and ordinances or be amended with the appropriate mitigation and conditions of approval.

⁴ County of Riverside. (2014). *Perris Valley and March Air Reserve Base/Inland Port Airport Land Use Compatibility Plans*. <https://rcaluc.org/current-compatibility-plans> (accessed January 2024).

Implementation of future projects requiring a change in the GP land use designation would require discretionary approval, similar to this Project review and approval process. Future projects would also be subject to CEQA review, as well as the California Zoning and Planning Law and the California Subdivision Map Act, similar to this Project's review and approval process. Future projects would be designed or otherwise conditioned to maintain consistency with adopted land use plans and ordinances or be amended with the appropriate mitigation and conditions of approval.

As described above, the Project would be consistent with applicable land use goals, policies and objectives of the Menifee GP, the SCAG's Connect SoCal, and ALUCP. Mitigation measures to address potential significant environmental impacts of the Project have been included in this Draft EIR. Given the Project's consistency, as well as the potential for other projects in the cumulative impact scenario to be generally consistent with the land use policy framework, overall cumulative land use consistency impacts would be less than significant.

4.10.7 Significant Unavoidable Impacts

No significant unavoidable impacts were identified.

4.10.8 References

City of Menifee. 2013. *City of Menifee General Plan*. <https://www.cityofmenifee.us/221/General-Plan>.

City of Menifee. 2023. *General Plan Land Use Map*.

<https://www.cityofmenifee.us/DocumentCenter/View/11043/General-Plan--Land-Use-Map---March-2023>

City of Menifee. 2023. *Zoning Map*.

<https://www.cityofmenifee.us/DocumentCenter/View/11042/Zoning-Map---March-2023>

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SCAG. 2020. *Connect SoCal*. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan_0.pdf?1606001176.

4.11 NOISE

4.11.1 Introduction

The section of the Draft Environmental Impact Report (EIR) discusses potential noise impacts associated with the development and implementation of the Compass Northern Gateway (Project). The Project is comprised of three detached sites referred to as “Project Site 1,” “Project Site 2,” and “Project Site 3,” but when not referring to each site separately, these three sites will be referred to hereafter as the “Project” or “Project Sites.” Since the release of the Notice of Preparation (NOP) on January 13, 2023, the Project’s design has changed. More specifically, APN 330-180-029 was removed from Project Site 1, and thus reduced the total proposed buildings from three to two, totaling 234,921 square feet (SF). However, to be conservative, this EIR (where applicable) analyzes the previous square footage of 265,821 SF between three buildings.

This section identifies existing conditions in the Project area and evaluates the Project’s potential to generate a substantial temporary or permanent increase in ambient noise; generate groundborne vibration or noise; or, if located in the vicinity of an airport, expose people to excessive noise levels. In the case where impacts were found to be potentially significant, mitigation will be proposed to reduce their significance. The current conditions were observed as the baseline for the analysis along with relevant federal, state, and local noise regulations.

This analysis is based primarily on the following technical report in **Appendix J, Acoustical Assessment**.

- Kimley-Horn and Associates, Inc. (2024). *Acoustical Assessment (Appendix J)*.

Sound and Environmental Noise

Acoustics is the science of sound. Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a medium (e.g., air) to human (or animal) ear. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second, or hertz (Hz).

Noise is defined as loud, unexpected, or annoying sound. The fundamental acoustics model consists of a noise source, a receptor, and the propagation path between the two. The loudness of the noise source, obstructions, or atmospheric factors affecting the propagation path determine the perceived sound level and noise characteristics at the receptor. Acoustics deal primarily with the propagation and control of sound. A typical noise environment consists of a base of steady background noise that is the sum of many distant and indistinguishable noise sources. The sound from individual local sources is superimposed on this background noise. These sources can vary from an occasional aircraft or train passing by to continuous noise from traffic on a major highway. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a large range of numbers. To avoid this, the decibel (dB) scale was devised. The dB scale uses the hearing threshold of 20 micropascals (μPa) as a point

of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The dB scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels correspond closely to human perception of relative loudness. **Table 4.11-1: Typical Noise Levels** provides typical noise levels for common outdoor activities.

Table 4.11-1: Typical Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	- 110 -	Rock Band
Jet fly-over at 1,000 feet		
	- 100 -	
Gas lawnmower at 3 feet		
	- 90 -	
Diesel truck at 50 feet at 50 miles per hour		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
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 -	
Lowest threshold of human hearing	- 0 -	Lowest threshold of human hearing

Source: Kimley-Horn and Associates. (2024). Acoustical Assessment. page 8 – Table 1

Noise Descriptors

The dB scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Several rating scales have been developed to analyze the adverse effect of community noise on people. Because environmental noise fluctuates over time, these scales consider that the effect of noise on people is largely dependent on the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Most commonly, environmental sounds are described in terms of the equivalent noise level (L_{eq}) that has the same acoustical energy as the summation of all the time-varying events. While L_{eq} represents the continuous sound pressure level over a given period, the day-night noise level (L_{dn}) and Community Equivalent Noise Level (CNEL) are measures of energy average during a 24-hour period, with dB weighted sound levels from 7:00 p.m. to 7:00 a.m. Each is applicable to this analysis and defined in **Table 4.11-2: Definitions of Acoustical Terms**.

Table 4.11-2: Definitions of Acoustical Terms

Term	Definitions
Decibel (dB)	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in μPa (or 20 micronewtons per square meter), where 1 pascal is the pressure resulting from a force of 1 newton exerted over an area of 1 square meter. The sound pressure level is expressed in dB as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e.g., 20 μPa). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency (Hz)	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level (dBA)	The sound pressure level in dB as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level (L_{eq})	The average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
Maximum Noise Level (L_{max}) Minimum Noise Level (L_{min})	The maximum and minimum dBA during the measurement period.
Exceeded Noise Levels (L_{01} , L_{10} , L_{50} , L_{90})	The dBA values that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Day-Night Noise Level (L_{dn})	A 24-hour average L_{eq} with a 10 dBA weighting added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity at nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn} .
Community Noise Equivalent Level (CNEL)	A 24-hour average L_{eq} with a 5 dBA weighting during the hours of 7:00 a.m. to 10:00 a.m. and a 10 dBA weighting added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.7 dBA CNEL.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends on its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.
Source: <i>ibid.</i> page 9 – Table 2	

Because sound levels can vary markedly over a short period of time, a method for describing either the sound’s average character (L_{eq}) or the variations’ statistical behavior (L_{xx}) must be utilized. The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within about plus or minus 1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The predicted models’ accuracy depends on various factors, such as the distance between the noise receptor and the noise source, the character of the ground surface (e.g., hard or soft), and the presence or absence of structures (e.g., walls or buildings) or topography, and how well model inputs reflect these conditions.

A-Weighted Decibels

The perceived loudness of sounds is dependent on many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness

is relatively predictable and can be approximated by dBA values. There is a strong correlation between dBA and the way the human ear perceives sound. For this reason, the dBA has become the standard tool of environmental noise assessment. All noise levels reported in this document are in terms of dBA, but are expressed as dB, unless otherwise noted.

Addition of Decibels

The dB scale is logarithmic, not linear, and therefore sound levels cannot be added or subtracted through ordinary arithmetic. Two sound levels 10 dB apart differ in acoustic energy by a factor of 10.¹ When the standard logarithmic dB is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness.² For example, a 70-dBA sound is half as loud as an 80-dBA sound and twice as loud as a 60-dBA sound. When two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dBA higher than one source under the same conditions. Under the dB scale, three sources of equal loudness together would produce an increase of 5 dBA.³

Sound Propagation and Attenuation

Sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 dB for each doubling of distance from a stationary or point source.⁴ Sound from a line source, such as a highway, propagates outward in a cylindrical pattern. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics.⁵ No excess attenuation is assumed for hard surfaces like a parking lot or a body of water. Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed. For line sources, an overall attenuation rate of 3 dB per doubling of distance is assumed in this report.

Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the noise receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm can reduce noise levels by 5 to 15 dBA.⁶ The way older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to-interior reduction of newer residential units is generally 30 dBA or more.

Human Response to Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels.

¹ Ibid. page 10.

² Ibid. page 10.

³ Ibid. page 10.

⁴ Ibid. page 10.

⁵ Ibid. page 10.

⁶ Ibid. page 10.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day or night or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60 to 70 dBA range, and high above 70 dBA.⁷ Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet, suburban, residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate-level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noisier urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). Regarding increases in dBA, the following relationships should be noted:⁸

- Except in carefully controlled laboratory experiments, a 1-dBA change cannot be perceived by humans.
- Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference.
- A minimum 5-dBA change is required before any noticeable change in community response would be expected. A 5-dBA increase is typically considered substantial.
- A 10-dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

Effects of Noise on People

Hearing Loss. While physical damage to the ear from an intense noise impulse is rare, a degradation of auditory acuity can occur even within a community noise environment. Hearing loss occurs mainly due to chronic exposure to excessive noise but may be due to a single event such as an explosion. Natural hearing loss associated with aging may also be accelerated from chronic exposure to loud noise. The Occupational Safety and Health Administration has a noise exposure standard that is set at the noise threshold where hearing loss may occur from long-term exposures. The maximum allowable level is 90 dBA averaged over 8 hours. If the noise is above 90 dBA, the allowable exposure time is correspondingly shorter.⁹

Annoyance. Attitude surveys are used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas. In these surveys, it was determined that causes for annoyance include interference with speech, radio and television, house vibrations, and interference with sleep and rest. The L_{dn} as a measure of noise has been found to provide a valid correlation of noise level and the percentage of people annoyed. People have been asked to judge the annoyance caused by aircraft noise and ground transportation noise. There continues to be disagreement about the relative annoyance of these different sources. A noise level of about 55 dBA L_{dn} is the threshold at which a substantial percentage of people begin to report annoyance.¹⁰

⁷ Ibid. page 11.

⁸ Ibid. page 11.

⁹ Ibid. page 11.

¹⁰ Ibid. page 12.

Groundborne Vibration

Sources of groundborne vibrations include natural phenomena (earthquakes, volcanic eruptions, sea waves, landslides, etc.) or man-made causes (explosions, machinery, traffic, trains, construction equipment, etc.). Vibration sources may be continuous (e.g., factory machinery) or transient (e.g., explosions). Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One is the peak particle velocity (PPV); another is the root mean square (RMS) velocity. The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave and is expressed in terms of inches-per-second (in/sec). The RMS velocity is defined as the average of the squared amplitude of the signal and is expressed in terms of velocity decibels (VdB). The PPV and RMS vibration velocity amplitudes are used to evaluate human response to vibration.

Table 4.11-3: Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibrations, displays the reactions of people and the effects on buildings produced by continuous vibration levels. The annoyance levels shown in the table should be interpreted with care since vibration may be found to be annoying at much lower levels than those listed, depending on the level of activity or the individual’s sensitivity. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Low-level vibrations frequently cause irritating secondary vibration, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage. In high noise environments, which are more prevalent where groundborne vibration approaches perceptible levels, this rattling phenomenon may also be produced by loud airborne environmental noise causing induced vibration in exterior doors and windows.

Ground vibration can be a concern in instances where buildings shake, and substantial rumblings occur. However, it is unusual for vibration from typical urban sources such as buses and heavy trucks to be perceptible. Common sources for groundborne vibration are planes, trains, and construction activities such as earth moving which requires the use of heavy-duty earth moving equipment. For the purposes of this analysis, a PPV descriptor with units of inches per second (in/sec) is used to evaluate construction-generated vibration for building damage and human complaints.

Table 4.11-3: Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibrations

Maximum PPV (in/sec)	Vibration Annoyance Potential Criteria	Vibration Damage Potential Threshold Criteria	FTA Vibration Damage Criteria
0.008	--	Extremely fragile historic buildings, ruins, ancient monuments	--
0.01	Barely Perceptible	--	--
0.04	Distinctly Perceptible	--	--
0.1	Strongly Perceptible	Fragile buildings	--
0.12	--	--	Buildings extremely susceptible to vibration damage
0.2	--	--	Non-engineered timber and masonry buildings
0.25	--	Historic and some old buildings	--
0.3	--	Older residential structures	Engineered concrete and masonry (no plaster)

Maximum PPV (in/sec)	Vibration Annoyance Potential Criteria	Vibration Damage Potential Threshold Criteria	FTA Vibration Damage Criteria
0.4	Severe	--	--
0.5	--	New residential structures, Modern industrial/commercial buildings	Reinforced-concrete, steel or timber (no plaster)
PPV = peak particle velocity; in/sec = inches per second; FTA = Federal Transit Administration			
Source: Ibid. page 13 – Table 3			

4.11.2 Environmental Setting

Project Sites 1, 2, and 3

The City is impacted by various noise sources. Mobile sources of noise, especially cars, trucks, and trains are the most common and significant sources of noise. Other noise sources are the various land uses (i.e., residential, commercial, institutional, and recreational and parks activities) throughout the City that generate stationary-source noise.

Mobile Sources

Existing roadway noise levels were calculated for the roadway segments in the Project vicinity. This task was accomplished using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108) and existing traffic volumes from the Project Traffic Study (prepared by Kimley-Horn, September 2024). The noise prediction model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (also referred to as energy rates) used in the FHWA model have been modified to reflect average vehicle noise rates identified for California by the California Department of Transportation (Caltrans). The Caltrans data indicates that California automobile noise is 0.8 to 1.0 dBA higher than national levels and that medium and heavy truck noise is 0.3 to 3.0 dBA lower than national levels.

The average daily noise levels along roadway segments in proximity to the Project are included in **Table 4.11-4: Existing Traffic Noise Levels**. **Table 4.11-4** shows the existing traffic-generated noise level on Project-vicinity roadways currently ranges from 65.5 dBA CNEL to 72.3 dBA CNEL 100 feet from the centerline. As previously described, CNEL is 24-hour average noise level with a 5 dBA “weighting” during the hours of 7:00 p.m. to 10:00 p.m. and a 10 dBA “weighting” added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

Table 4.11-4: Existing Traffic Noise Levels

Roadway Segment		ADT	dBA CNEL 100 Feet from Roadway Centerline
Goetz Road	Ethanac Road to McLaughlin Road	7,546	65.5
Ethanac Road	Goetz Road to Wheat Street	13,909	68.0
	Wheat Street to Murrieta Road	14,059	68.5
	Murrieta Road to Evans Road	16,595	69.8
	Evans Road to Case Road	16,845	70.4
	Case Road to I-215 SB Ramps	24,114	72.3
	I-215 SB Ramps to I-215 NB Ramps	19,929	69.5
Wheat Street	Ethanac Road to McLaughlin Road	140	48.1
ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level			
Source: Ibid. page 18 – Table 6			

Stationary Sources

The nearest sources of stationary noise in the Project vicinity are generated by existing single-family residential properties and industrial uses scattered around the Project. Noise sources from residential uses typically include mechanical equipment such as HVAC, automobile related noise such as cars starting and doors slamming, and landscaping equipment. Noise sources from industrial uses typically include mechanical equipment (e.g., HVAC and mechanical tools) truck idling, and truck maneuvering. The noise associated with these sources may represent a single-event noise occurrence or short-term noise.

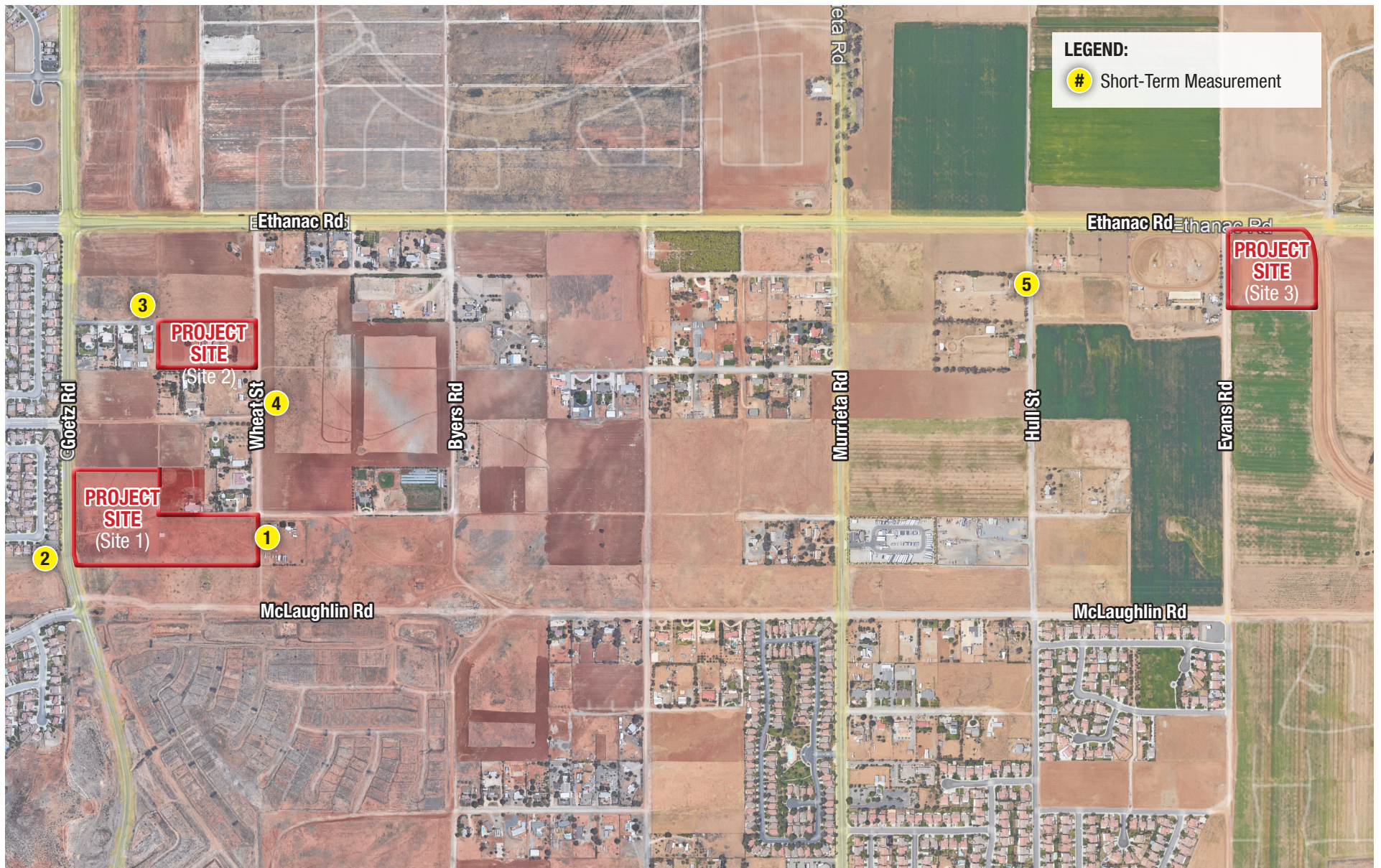
Noise Measurements

To quantify existing ambient noise levels in the Project area, Kimley-Horn conducted five short-term noise measurements on October 4, 2023. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the Project Sites. The 10-minute measurements were taken between 9:48 a.m. and 11:06 a.m. Measurements of L_{eq} are considered representative of the noise levels throughout the day. The average noise levels and sources of noise measured at each location are listed in **Table 4.11-5: Existing Noise Measurements** and shown on **Exhibit 4.11-1: Short-Term Noise Measurement Locations**.

Table 4.11-5: Existing Noise Measurements

Site	Location	Measurement Period	Duration	L_{eq} (dBA)
ST-1	Southwest corner of Corsica Lane and Wheat Street	10:07 – 10:17 a.m.	10 Minutes	50.2
ST-2	Corner of Headlands Way and Tower Lane, west of Project Site 1	10:56 – 11:06 a.m.	10 Minutes	52.1
ST-3	End of Ruffian Road, northwest of Project Site 2	10:40 – 10:50 a.m.	10 Minutes	54.3
ST-4	East of Wheat Street, close to southeast corner of Project Site 2	10:23– 10:33 a.m.	10 Minutes	48.7
ST-5	East side of Hull Street, approximately 300 feet south of Ethanac Road	09:48 – 09:58 a.m.	10 Minutes	51.1

Source: Ibid. page 19 – Table 7



Source: Kimley-Horn and Associates. (2024). Acoustical Assessment

Exhibit 4.11-1: Short-Term Noise Measurement Locations
 City of Menifee
 Compass Northern Gateway



Kimley»Horn

Sensitive Receptors

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Noise sensitive uses typically include residences, hospitals, schools, childcare facilities, and places of assembly. Vibration sensitive receivers are generally similar to noise sensitive receivers but may also include businesses, such as research facilities and laboratories that use vibration-sensitive equipment. The Project consists of three individual sites which are surrounded by scattered single-family residences, few commercial uses, and vacant lands. Sensitive land uses nearest to the Project are shown in **Table 4.11-6: Sensitive Receptors**.

Table 4.11-6: Sensitive Receptors.

Receptor Description	Distance and Direction from the Project ¹
Project Site 1 (Corsica Lane)	
Single-family Residence	Adjacent, to the east
Single-family Residences	30 feet to the east
Single-family Residence	85 feet to the west
Single-family Residences	425 feet to the southwest
Project Site 2 (Wheat Street)	
Single-family Residences	Adjacent, to the west
Single-family Residences	Adjacent, to the south
Single-family Residences	370 feet to the northeast
Project Site 3 (Evans Road)	
Single-family Residence	675 feet to the west
Notes:	
1. Distances have been measured from nearby receptor property line to the boundary of the Project Sites.	
Source: Ibid. page 19 – Table 8	

4.11.3 Regulatory Setting

Federal

To limit population exposure to physically or psychologically damaging as well as intrusive noise levels, the Federal government, the State of California, various county governments, and most municipalities in the state have established standards and ordinances to control noise.

State

California Government Code

California Government Code Section 65302(f) mandates that the legislative body of each county and city adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines established by the State Department of Health Services. The guidelines rank noise land use compatibility in terms of “normally acceptable,” “conditionally acceptable,” “normally unacceptable,” and “clearly unacceptable” noise levels for various land use types. Single-family homes are “normally acceptable” in exterior noise environments up to 60 CNEL and “conditionally acceptable” up to 70 CNEL. Multiple-family residential uses are “normally acceptable” up to 65 CNEL and “conditionally acceptable” up to 70 CNEL. Schools, libraries, and churches are “normally acceptable” up to 70 CNEL, as are office buildings and business, commercial, and professional uses.

Title 24 – Building Code

The State’s noise insulation standards are codified in the California Code of Regulations, Title 24: Part 1, Building Standards Administrative Code, and Part 2, California Building Code. These noise standards are applied to new construction in California for interior noise compatibility from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, hotel rooms, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 65 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new multi-family residential buildings and habitable rooms (including hotels), the acceptable interior noise limit for new construction is 45 dBA CNEL.

Local

City of Menifee General Plan

Noise Element¹¹

The City of Menifee General Plan (City GP) Noise Element contains the following goals and policies that address noise:

Goal N-1 **Noise-sensitive land uses are protected from excessive noise and vibration exposure.**

Policy N-1.1: Assess the compatibility of proposed land uses with the noise environment when preparing, revising, or reviewing development project applications.

Policy N-1.2: Require new projects to comply with the noise standards of local, regional, and state building code regulations, including but not limited to the city's Municipal Code, Title 24 of the California Code of Regulations, the California Green Building Code, and subdivision and development codes.

Policy N-1.3: Require noise abatement measures to enforce compliance with any applicable regulatory mechanisms, including building codes and subdivision and zoning regulations, and ensure that the recommended mitigation measures are implemented.

Policy N-1.7: Mitigate exterior and interior noises to the levels listed in the table below to the extent feasible, for stationary sources adjacent to sensitive receptors (see Table 4.11-8).

Policy N-1.8: Locate new development in areas where noise levels are appropriate for the proposed uses. Consider federal, state, and city noise standards and guidelines as a part of new development review.

Policy N-1.9: Limit the development of new noise-producing uses adjacent to noise-sensitive receptors and require that new noise-producing land be are designed with adequate noise abatement measures.

¹¹ City of Menifee. (2013). *Menifee General Plan Noise Element*. Available at: <https://www.cityofmenifee.us/901/Noise-Element> (accessed October 2023).

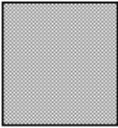

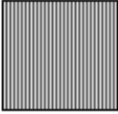

- Policy N-1.10:** Guide noise-tolerant land uses into areas irrevocably committed to land uses that are noise-producing, such as transportation corridors adjacent to the I-215 or within the projected noise contours of any adjacent airports.
- Policy N-1.11:** Discourage the siting of noise-sensitive uses in areas in excess of 65 dBA CNEL without appropriate mitigation.
- Policy N-1.12:** Minimize potential noise impacts associated with the development of mixed-use projects (vertical or horizontal mixed-use) where residential units are located above or adjacent to noise-generating uses.
- Policy N-1.13:** Require new development to minimize vibration impacts to adjacent uses during demolition and construction.

Land Use Compatibility

The noise criteria identified in the City of Menifee Noise Element are guidelines to evaluate the land use compatibility of transportation related noise. The compatibility criteria, shown on **Table 4.11-7: Land Use Compatibility for Community Noise Environments**, provides the City with a planning tool to gauge the compatibility of land uses relative to existing and future exterior noise levels. The Land Use Compatibility for Community Noise Exposure matrix describes categories of compatibility and not specific noise standards.

Table 4.11-7: Land Use Compatibility for Community Noise Environments

Land Uses	CNEL (dBA)					
	55	60	65	70	75	80
Residential-Low Density Single Family, Duplex, Mobile Homes						
Residential- Multiple Family						
Transient Lodging, Motels, Hotels						
Schools, Libraries, Churches, Hospitals, Nursing Homes						
Auditoriums, Concert Halls, Amphitheaters						
Sports Arena, Outdoor Spectator Sports						
Playgrounds, Neighborhood Parks						
Golf Courses, Riding Stables, Water Recreation, Cemeteries						
Office Buildings, Businesses, Commercial and Professional						
Industrial, Manufacturing, Utilities, Agricultural						

 <p>Normally Acceptable: Specified land use is satisfactory based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.</p>	 <p>Normally Unacceptable: New construction or development should generally be discouraged. If new construction does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.</p>
 <p>Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and the needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.</p>	 <p>Clearly Unacceptable: New construction or development generally should not be undertaken.</p>

Source: California Office of Noise Control. Guidelines for the Preparation and Content of Noise Elements of the General Plan. February 1976. Adapted from the US EPA Office of Noise Abatement Control, Washington D.C. Community Noise. Prepared by Wyle Laboratories. December 1971.

Source: City of Menifee, *City of Menifee General Plan Noise Background Document and Definitions*, Table N-b3.

City of Menifee Development Code

The Menifee Municipal Code (Menifee MC), establishes the following noise provisions relative to the Project:¹²

- All construction activities shall adhere to Menifee MC Section 9.210.060(C), which requires projects within the City located within one-quarter of a mile from an occupied residence to operate Monday through Saturday, except nationally recognized holidays, from 6:30 a.m. to 7:00 p.m. and prohibits construction from occurring on Sunday or nationally recognized holidays unless approval is obtained from the City Building Official or City Engineer. Compliance with Menifee MC Section 9.210.060(C) would reduce construction-related noise impacts.
- Menifee MC Section 9.09 (Noise Ordinance) provides exemptions for noise from certain sources. According to Section 9.09.020 – General Exemptions, exemptions relevant to the Project include:
 - Property maintenance including lawnmowers, leaf blowers, etc., provided such maintenance occurs between the hours of 7:00 a.m. and 8:00 p.m.
 - Motor vehicles, other than off-highway vehicles.
 - Heating and air conditioning equipment in proper repair.
- Menifee MC Section 9.210.060(D) discusses the noise standards for stationary noise sources and states the following: No person shall create any sound, or allow the creation of any sound, on any property that causes the exterior and interior sound level on any other occupied property to exceed the sound level standards set forth in **Table 4.11-8: City of Menifee Noise Ordinance Standards** below.

Table 4.11-8: City of Menifee Noise Ordinance Standards

Land Use (Residential)	Interior Standards	Exterior Standards
10 p.m. - 7 a.m.	40 L _{eq} (10 minute)	45 L _{eq} (10 minute)
7 a.m. - 10 p.m.	55 L _{eq} (10 minute)	65 L _{eq} (10 minute)
Source: Ibid. page 17 – Table 5		

- Menifee MC Section 9.210.060(B) – General Exemptions, provides exemptions for noise from certain sources. According to Section 9.210.060(B) – General Exemptions, exemptions relevant to the Project include:
 - Property maintenance including lawnmowers, leaf blowers, etc., provided such maintenance occurs between the hours of 7:00 a.m. and 8:00 p.m.
 - Motor vehicles, other than off-highway vehicles.
 - Heating and air conditioning equipment in proper repair.

¹² City of Menifee. (2023). *City of Menifee Municipal Code*. Available at: <https://codelibrary.amlegal.com/codes/menifee/latest/overview> (accessed August 2023).

City of Menifee Design Guidelines – Appendix A: Industrial Good Neighbor Policies¹³

According to the City’s Design Guidelines, the purpose of the Good Neighbor Policies (Policies) is to provide local government and developers with ways to address environmental and neighborhood compatibility issues associated with permitting warehouse, logistics and distribution facilities. The Policies were designed to promote economic vitality and sustainability of businesses, while still protecting the general health, safety, and welfare of the public and sensitive receptors within the City of Menifee. Sensitive receptors include residential neighborhoods, schools, public parks, playgrounds, day care centers, nursing homes, hospitals, and other public places where residents are most likely to spend time.

The intent of the City of Menifee’s Good Neighbor Policies, in siting new warehouse, logistics and distribution uses, include:

1. Minimize impacts to sensitive uses
2. Protect public health, safety, and welfare by regulating the design, location and operation of facilities
3. Protect neighborhood character of adjacent communities

The Policies apply to all new warehouse, logistics and distribution facilities (“industrial uses”), excluding pending applications that have been deemed complete as the effective day of this policy, that include any building larger than 100,000 square feet in size or any sized building with more than 10 loading bays (dock high). There are general performance standards, as well as site design, access and layout standards, signage and information standards, and environmental considerations, including air quality and noise and traffic.

4.11.4 Impact Thresholds and Significance Criteria

Based upon the criteria derived from Appendix G of the CEQA Guidelines, a project normally would have a significant effect on the environment if it would:

- Result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Result in the generation of excessive groundborne vibration or groundborne noise levels; or
- For a project located within the vicinity of a private airstrip or 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, expose people residing or working in the project area to excessive noise levels.

¹³ City of Menifee. (2022). *Design Guidelines*. Available at: https://www.cityofmenifee.us/DocumentCenter/View/14902/Design-Guidelines_Amended-March-2-2022?bidId= (accessed October 2023).

Methodology

Construction

Construction noise levels were based on typical noise levels generated by construction equipment published by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA). Construction noise is assessed in dBA L_{eq} . This unit is appropriate because L_{eq} can be used to describe noise level from operation of each piece of equipment separately, and levels can be combined to represent the noise level from all equipment operating during a given period.

Construction noise modeling was conducted using the FHWA Roadway Construction Noise Model (RCNM) and SoundPLAN. SoundPLAN computes noise levels at noise sensitive areas through a series of adjustments to reference sound levels. SoundPLAN also accounts for topography, groundcover type, and intervening structures. Reference noise levels are used to estimate construction noise levels at nearby sensitive receptors based on a standard noise attenuation rate of 6 dB per doubling of distance (line-of-sight method of sound attenuation for point sources of noise). Noise level estimates do not account for the presence of intervening structures or topography, which may reduce noise levels at receptor locations. Therefore, the noise levels presented herein represent a conservative, reasonable worst-case estimate of actual temporary construction noise. The City of Menifee does not establish quantitative construction noise standards. As noted above, this analysis conservatively uses the FTA's threshold of 80 dBA (8-hour L_{eq}) for residential uses and 90 dBA (8-hour L_{eq}) for non-residential uses to evaluate construction noise impacts.

Operations

The analysis of the Without Project and With Project noise environments is based on noise prediction modeling and empirical observations. Reference noise level data are used to estimate the Project operational noise impacts from stationary sources. Noise levels are collected from field noise measurements and other published sources from similar types of activities are used to estimate noise levels expected with the Project's stationary sources. The reference noise levels are used to represent a worst-case noise environment as noise level from stationary sources can vary throughout the day. On-site operational noise levels from the proposed Project were evaluated using SoundPLAN. Reference noise levels are used to estimate the Project's operational noise impacts from stationary sources. Operational noise is evaluated based on the standards within the Menifee MC and GP.

An analysis was conducted of the Project's effect on traffic noise conditions at off-site land uses. Without Project traffic noise levels were compared to With Project traffic noise levels. The environmental baseline is the Without Project condition. The Without Project and With Project traffic noise levels in the Project vicinity were calculated using the FHWA Highway Noise Prediction Model (FHWA-RD-77-108). The actual sound level at any receptor location is dependent upon such factors as the source-to-receptor distance and the presence of intervening structures (walls and buildings), barriers, and topography. The noise attenuating effects of changes in elevation, topography, and intervening structures were not included in the model. Therefore, the modeling effort is considered a worst-case representation of the roadway noise. In general, a 3-dBA increase in traffic noise is barely perceptible to people, while a 5-dBA increase is readily noticeable.

Vibration

Ground-borne vibration levels associated with construction-related activities for the Project were evaluated utilizing typical ground-borne vibration levels associated with construction equipment, obtained from FTA published data for construction equipment. Potential ground-borne vibration impacts related to building/structure damage and interference with sensitive existing operations were evaluated, considering the distance from construction activities to nearby land uses and typically applied criteria.

For a structure built traditionally, without assistance from qualified engineers, the FTA guidelines show that a vibration level of up to 0.20 in/sec is considered safe and would not result in any vibration damage. FTA guidelines show that modern engineered buildings built with reinforced-concrete, steel or timber can withstand vibration levels up to 0.50 in/sec and not experience vibration damage. The Caltrans 2020 Transportation and Construction Vibration Guidance *Manual* identifies the vibration threshold for human annoyance, vibrations levels of 0.4 in/sec PPV is when vibrations are considered severe by people subjected to continuous vibrations and levels of 0.2 in/sec is used for building damage.

4.11.5 Impacts and Mitigation Measures

Impact 4.11-1 Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Level of Significance: Less than Significant with Mitigation Incorporated

Construction

Project Sites 1, 2, and 3

On-Site Construction Noise. Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the residential neighborhoods surrounding the construction site. However, it is acknowledged that construction activities would occur throughout the Project Sites and would not be concentrated at a single point near sensitive receptors.

Construction activities would include site preparation, grading, infrastructure improvements, building construction, paving, and architectural coating. Such activities could require dozers and tractors during site preparation; excavators, graders, dozers, tractors, and scrapers during grading; tractors, pavers, and rollers during infrastructure improvements; cranes, generators, tractors, and welders during building construction; pavers, rollers, and a pavement scarifier during paving; and air compressors during architectural coating. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Typical noise levels associated with individual construction equipment are listed in **Table 4.11-9: Typical Construction Noise Levels.**

Table 4.11-9: Typical Construction Noise Levels

Equipment	Typical Noise Level (dBA) at 50 feet from Source
Air Compressor	80
Backhoe	80
Compactor	82
Concrete Mixer	85
Concrete Pump	82
Concrete Vibrator	76
Crane, Mobile	83
Dozer	85
Generator	82
Grader	85
Impact Wrench	85
Jack Hammer	88
Loader	80
Paver	85
Pneumatic Tool	85
Pump	77
Roller	85
Saw	76
Scraper	85
Shovel	82
Truck	84

Source: Kimley-Horn and Associates. (2024). Acoustical Assessment. page 24 – Table 9

The Menifee MC does not establish quantitative exterior construction noise standards however, Section 9.210.060 states that construction activities within one-quarter mile of an occupied residence can only occur Monday through Saturday, except nationally recognized holidays, from 6:30 a.m. to 7:00 p.m. While the Menifee MC does not establish quantitative construction noise standards, this analysis conservatively uses the FTA’s threshold of 80 dBA (8-hour L_{eq}) for residential uses and 90 dBA (8-hour L_{eq}) for non-residential uses to evaluate construction noise impacts.¹⁴ Standard construction provides 25 dBA of exterior-to-interior noise attenuation with windows closed and 15 dBA with windows open.¹⁵ Therefore, it can be assumed that exterior noise levels of 80 dBA would equal 55 dBA when measured from the interior with windows closed.

Project Construction Noise Levels

The noise levels calculated in **Table 4.11-10: Project Construction Noise Levels**, show the Project’s highest estimated construction noise levels (by phase) at the nearest off-site uses. Construction noise levels were calculated using the SoundPLAN 3D modeling software. Construction equipment reference noise levels were obtained from the FTA Noise and Vibration Manual (see **Table 4.11-9** above) and were input into SoundPLAN for each construction phase. Construction equipment was modeled as an area source in SoundPLAN in acknowledgment that construction activities would occur throughout the Project site and would not be concentrated at the point closest to sensitive receptors or other off-site properties.

¹⁴ Ibid. page 25.

¹⁵ Ibid. page 25.

Table 4.11-10: Project Construction Noise Levels

Construction Phase	Receiving Land Use	FTA's Construction Noise Threshold, dBA $L_{eq}(8-hr)$	Without Noise Barrier		With Noise Barrier	
			Noise Level Without Mitigation (dBA L_{eq}) ¹	Exceeded?	Noise Level with Mitigation ^{1,2} (dBA L_{eq})	Exceeded?
Site Preparation	Residential	80	78.8	No	78.8	No
Grading	Residential	80	78.5	No	78.5	No
Building Construction	Residential	80	77.9	No	77.9	No
Paving	Residential	80	81.9	Yes	76.3	No
Architectural Coating	Residential	80	65.4	No	65.4	No

Notes:
 1. The maximum modeled noise level for the nearest receiving property is reported.
 2. Mitigation Measure NOI-1 requires an 8-foot-high temporary noise barrier along the eastern, southern, and western boundary of Project Site 2.
 Source: Ibid. page 25 – Table 10

As shown in **Table 4.11-10**, unmitigated construction noise levels from the Project would range between 65.4 dBA and 81.9 dBA. Since the Project’s unmitigated construction noise levels would exceed 80 dBA (during the paving phase), mitigation is necessary to reduce impacts.

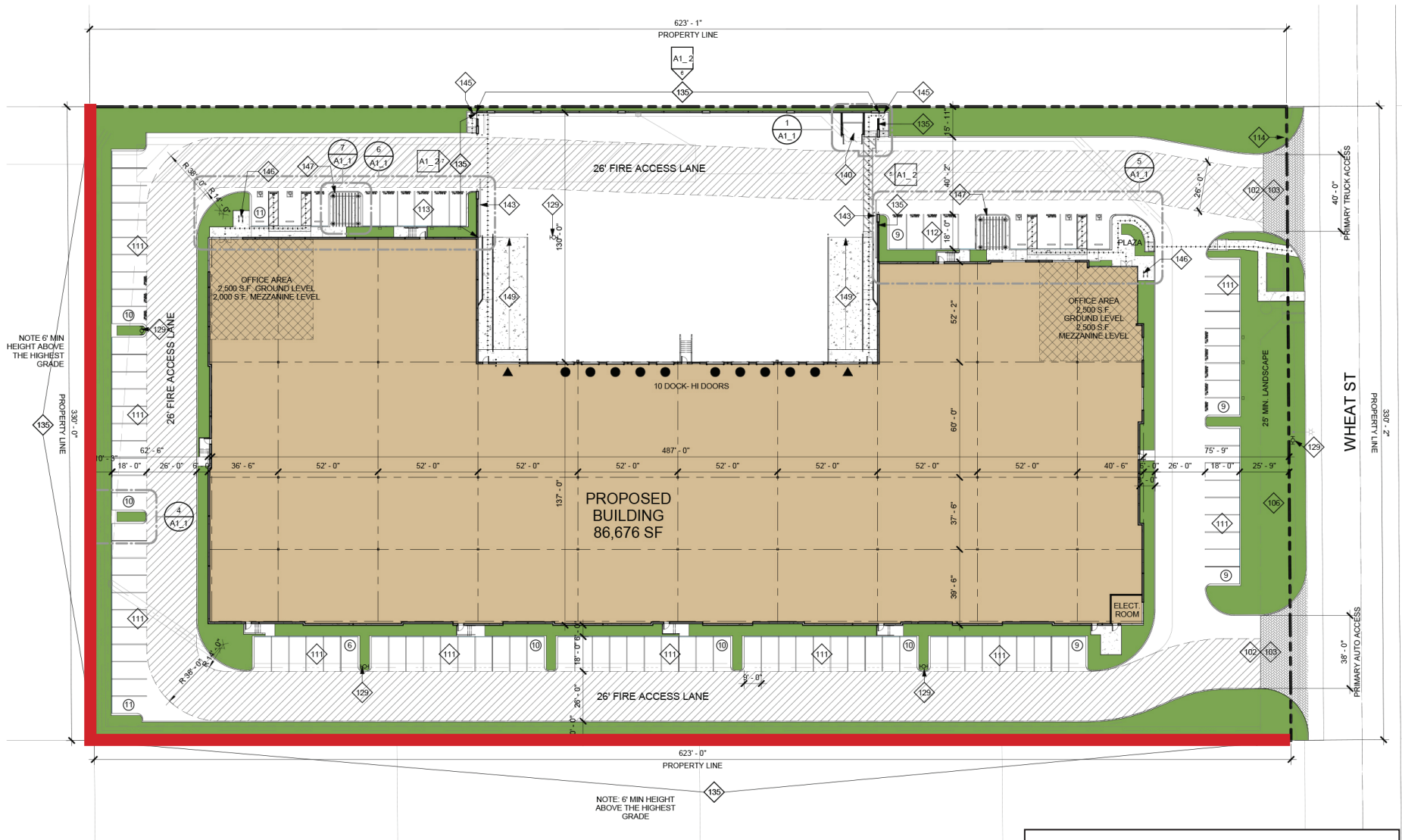
Mitigation Measure (**MM**) **NOI-1** requires the use of an 8-foot-high temporary noise barrier with a minimum sound transmission class (STC) of 25 along the northern and eastern boundary of Site 1, and along the eastern, southern, and western boundary of Site 2; see **Exhibit 4.11-2: Site 1 Construction Noise Barrier Location** and **Exhibit 4.11-3: Site 2 Construction Noise Barrier Location**. As indicated in **Table 4.11-10**, 8-foot-high temporary noise barriers would reduce construction noise levels by approximately 4-6 dBA at the nearest off-site properties and would result in noise levels below the FTA’s 80 dBA L_{eq} noise standard. Therefore, construction noise impacts from the Project would be less than significant with implementation of **MM NOI-1**.

Operations

Project Sites 1, 2, and 3

Implementation of the Project would create new sources of noise in the Project vicinity. The major noise sources associated with the Project would include:

- Mechanical equipment (i.e., trash compactors, air conditioners);
- Slow moving trucks on the Project site, approaching and leaving the loading areas;
- Activities at the loading areas (i.e., maneuvering and idling trucks, equipment noise);
- Parking areas (i.e., car door slamming, car radios, engine start-up, and car pass-by); and
- Off-site traffic noise.



Source: Kimley-Horn and Associates. (2024). Acoustical Assessment

Exhibit 4.11-3: Site 2 Construction Noise Barrier Location
 City of Menifee
 Compass Northern Gateway



Not to Scale

Kimley»Horn

Each noise source is discussed in more detail below.

On-Site Operational Noise Sources

Project Sites 1, 2, and 3

Mechanical Equipment

Potential stationary noise sources related to long-term operation of the Project would include mechanical equipment such as rooftop heating, ventilation, and air conditioning (HVAC) units. HVAC mechanical equipment generates noise levels of approximately 52 dBA at 50 feet.¹⁶ A total of 71 rooftop HVAC units (between 7 and 18 HVAC units at each warehouse building) were modeled as point sources throughout the rooftops of the proposed warehouse buildings in SoundPLAN. This equipment would run continuously to regulate the temperature of the building.

On-Site Truck Traffic

On-site Project traffic would consist of trucks traveling to and from the truck loading docks at each Project Site. On-site vehicle movements from heavy trucks were modeled as a roadway noise source using daily trip generation data from the Project Traffic Study (prepared by Kimley-Horn, September 2023). Heavy truck traffic at 15 miles per hour generates an hourly noise level of approximately 64.3 dBA $L_{eq(h)}$ at a distance of 50 feet away from a frequency of one truck per minute (46.5 dBA $L_{eq(h)}$ from one truck per hour).¹⁷ According to the Project Traffic Study, peak hour truck traffic volumes would be 13 trucks at Site 1, 4 trucks at Site 2, and 7 trucks at Site 3. Truck deliveries are anticipated to occur during normal daytime hours (between 7:00 am and 10:00 pm) and during nighttime hours (between 10:00 p.m. and 7:00 a.m.). Noise from truck delivery movements on the proposed site were modeled in SoundPLAN.

Parking Areas

Automobile parking stalls would be located on the perimeter of the Project Site and truck trailer parking stalls would be located on the warehouse building facades. The Project Traffic Study indicated maximum peak traffic volumes of 35 passenger vehicles at Site 1, 11 passenger vehicles at Site 2, and 18 passenger vehicles at Site 3. Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are usually based on a time-averaged scale such as the CNEL or L_{eq} scale (e.g., Menifee MC Section 9.210.060(D) utilizes a 10-minute L_{eq} scale). The maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys range from 53 to 61 dBA¹⁸ and may be an annoyance to adjacent noise-sensitive receptors. However, parking noise events would be instantaneous and short-term in duration. Noise from on-site parking lot movements were modeled as parking lot sources in SoundPLAN.

Combined On-Site Noise Levels

The noise levels associated with mechanical equipment, on-site vehicle circulation, and parking lot noise were modeled with the SoundPLAN software. SoundPLAN allows computer simulations of noise

¹⁶ Ibid. page 28.

¹⁷ Ibid. page 28.

¹⁸ Ibid. page 29.

situations, and creates noise contour maps using reference noise levels, topography, point and area noise sources, mobile noise sources, and intervening structures. Inputs to the SoundPLAN model included ground topography and ground type, existing and proposed intervening structures, noise source locations and heights, receiver locations, and sound power level data. The SoundPLAN run for Project operations conservatively assumes the simultaneous operation of all on-site noise sources by time period.

Utilizing the reference noise level data described above, SoundPLAN was used to calculate noise levels at the nearest sensitive receptors surrounding the Project Site. It should be noted that predicted noise levels are conservative estimates since it was assumed that all equipment and operational activity at the Project site would occur in a constant, simultaneous manner during the daytime and nighttime hours. In reality, it is anticipated that most of these noise sources would occur intermittently throughout the day and night (except for rooftop HVAC which would operate in a steady-state manner). The modeled Project noise levels are provided in **Table 4.11-11: Unmitigated Project Operational Noise Levels**.

Table 4.11-11: Unmitigated Project Operational Noise Levels

Receptor No.	Land Use	Daytime			Nighttime		
		Modeled Noise Level, dBA Leq	City Noise Standard, dBA Leq	Exceeds Standard?	Modeled Noise Level, dBA Leq	City Noise Standard, dBA Leq	Exceeds Standard?
1	Residential	37.8	65	No	37.8	45	No
2	Residential	38.4	65	No	38.4	45	No
3	Residential	38.9	65	No	38.8	45	No
4	Residential	40.0	65	No	39.9	45	No
5	Residential	40.3	65	No	40.3	45	No
6	Residential	40.3	65	No	40.3	45	No
7	Residential	40.0	65	No	40.0	45	No
8	Residential	39.8	65	No	39.7	45	No
9	Residential	39.7	65	No	39.7	45	No
10	Residential	37.9	65	No	37.9	45	No
11	Residential	38.6	65	No	38.6	45	No
12	Residential	39.2	65	No	39.1	45	No
13	Residential	39.1	65	No	39.0	45	No
14	Residential	38.7	65	No	38.6	45	No
15	Residential	38.3	65	No	38.3	45	No
16	Residential	38.1	65	No	38.0	45	No
17	Residential	37.6	65	No	37.5	45	No
18	Residential	37.2	65	No	37.1	45	No
19	Residential	36.7	65	No	36.7	45	No
20	Residential	36.4	65	No	36.3	45	No
21	Residential	35.8	65	No	35.7	45	No
22	Residential	42.4	65	No	41.3	45	No
23	Residential	43.2	65	No	42.2	45	No
24	Residential	43.6	65	No	42.7	45	No
25	Residential	43.7	65	No	43.0	45	No
26	Residential	43.9	65	No	43.1	45	No
27	Residential	43.6	65	No	42.8	45	No
28	Residential	43.5	65	No	42.7	45	No
29	Residential	43.7	65	No	42.7	45	No
30	Residential	42.7	65	No	42.0	45	No
31	Residential	42.3	65	No	41.5	45	No
32	Residential	42.7	65	No	42.0	45	No
33	Residential	42.7	65	No	40.9	45	No
34	Residential	41.2	65	No	40.8	45	No
35	Residential	40.5	65	No	40.1	45	No
36	Residential	39.9	65	No	39.5	45	No

Receptor No.	Land Use	Daytime			Nighttime		
		Modeled Noise Level, dBA Leq	City Noise Standard, dBA Leq	Exceeds Standard?	Modeled Noise Level, dBA Leq	City Noise Standard, dBA Leq	Exceeds Standard?
37	Residential	35.9	65	No	35.8	45	No
38	Residential	36.5	65	No	36.5	45	No
39	Residential	37.4	65	No	37.4	45	No
40	Residential	38.9	65	No	38.8	45	No
41	Residential	38.5	65	No	38.4	45	No
42	Residential	37.6	65	No	37.6	45	No
43	Residential	36.9	65	No	36.9	45	No
44	Residential	56.7	65	No	52.0	45	Yes
45	Residential	56.6	65	No	51.9	45	Yes
46	Residential	55.1	65	No	50.4	45	Yes
47	Residential	51.8	65	No	47.9	45	Yes
48	Residential	49.4	65	No	46.1	45	Yes
49	Residential	47.2	65	No	44.5	45	No
50	Residential	47.0	65	No	44.4	45	No
51	Residential	46.4	65	No	44.1	45	No
52	Residential	46.2	65	No	43.6	45	No
53	Residential	45.1	65	No	43.0	45	No
54	Residential	42.1	65	No	41.0	45	No
55	Residential	45.3	65	No	43.4	45	No
56	Residential	44.5	65	No	43.0	45	No
57	Residential	42.6	65	No	40.6	45	No
58	Residential	46.8	65	No	43.2	45	No
59	Residential	52.4	65	No	48.0	45	Yes
60	Residential	46.9	65	No	43.6	45	No
61	Residential	39.1	65	No	38.2	45	No
62	Residential	37.8	65	No	37.2	45	No
63	Residential	37.3	65	No	36.6	45	No
64	Residential	36.5	65	No	36.0	45	No
65	Residential	35.5	65	No	35.1	45	No
66	Residential	34.6	65	No	34.4	45	No
67	Residential	33.5	65	No	33.3	45	No
68	Residential	39.0	65	No	38.0	45	No
69	Residential	39.4	65	No	38.2	45	No
70	Residential	38.6	65	No	37.9	45	No
71	Residential	36.9	65	No	36.4	45	No
72	Residential	37.1	65	No	36.7	45	No
73	Residential	37.4	65	No	37.0	45	No
74	Residential	36.4	65	No	36.1	45	No
75	Residential	35.4	65	No	35.1	45	No
76	Residential	34.2	65	No	34.0	45	No
77	Residential	33.0	65	No	32.8	45	No
78	Residential	32.7	65	No	32.5	45	No
79	Residential	31.3	65	No	31.1	45	No
80	Residential	30.5	65	No	30.4	45	No
81	Residential	29.8	65	No	29.7	45	No
82	Residential	29.1	65	No	29.0	45	No
83	Residential	28.6	65	No	28.5	45	No
84	Residential	28.4	65	No	28.2	45	No
85	Residential	29.6	65	No	29.5	45	No
86	Residential	29.0	65	No	28.8	45	No
87	Residential	28.6	65	No	28.4	45	No
88	Residential	28.3	65	No	28.1	45	No
89	Residential	28.3	65	No	28.1	45	No
90	Residential	31.2	65	No	31.0	45	No
91	Residential	31.2	65	No	30.9	45	No
92	Residential	28.2	65	No	27.9	45	No

Receptor No.	Land Use	Daytime			Nighttime		
		Modeled Noise Level, dBA L _{eq}	City Noise Standard, dBA L _{eq}	Exceeds Standard?	Modeled Noise Level, dBA L _{eq}	City Noise Standard, dBA L _{eq}	Exceeds Standard?
93	Residential	28.0	65	No	27.7	45	No
94	Residential	27.7	65	No	27.5	45	No
95	Residential	27.5	65	No	27.3	45	No
96	Residential	27.2	65	No	27.0	45	No
97	Residential	27.1	65	No	26.9	45	No
98	Residential	27.0	65	No	26.9	45	No
99	Residential	27.1	65	No	27.0	45	No
100	Residential	27.3	65	No	27.2	45	No
101	Residential	27.6	65	No	27.5	45	No
102	Residential	27.9	65	No	27.8	45	No
103	Residential	27.9	65	No	27.7	45	No
104	Residential	28.2	65	No	28.0	45	No
105	Residential	28.4	65	No	28.2	45	No
106	Residential	28.5	65	No	28.4	45	No
107	Residential	29.2	65	No	29.1	45	No
108	Residential	30.0	65	No	30.0	45	No
109	Residential	31.0	65	No	30.9	45	No
110	Residential	29.7	65	No	29.6	45	No
111	Residential	28.6	65	No	28.5	45	No
112	Residential	29.2	65	No	29.1	45	No
113	Residential	29.7	65	No	29.6	45	No
114	Residential	30.4	65	No	30.3	45	No
115	Residential	31.2	65	No	31.1	45	No
116	Residential	55.6	65	No	51.1	45	Yes
117	Residential	55.2	65	No	50.7	45	Yes
118	Residential	54.9	65	No	50.6	45	Yes
119	Residential	50.1	65	No	46.6	45	Yes
120	Residential	47.6	65	No	45.0	45	No

Source: Ibid. Table 29

Menifee MC Section 9.210.060(D) establishes an exterior daytime limit of 65 dBA L_{eq} and an exterior nighttime limit of 45 dBA L_{eq} for noise sources. As shown in **Table 4.11-11**, Project-generated noise levels at the nearest off-site properties would range from 27.0 dBA L_{eq} to 56.7 dBA L_{eq} during the daytime and would not exceed the Menifee MC noise limit of 65 dBA L_{eq}. Project-generated noise levels during the nighttime would range from 26.9 dBA L_{dn} to 52.0 dBA L_{eq} and would exceed the Menifee MC noise limit of 45 dBA L_{eq}. Specifically, nighttime operational noise levels at Project Site 1 would exceed the City’s nighttime noise standards at the single-family residence directly east/north of Project Site 1 site along Corsica Lane. Thus, mitigation is needed to reduce nighttime operational noise levels below City standards.

In order to reduce operational noise levels emanating from Project Site 1 and in compliance with **MM NOI-2**, the proposed Project shall construct a 12-foot-high absorptive noise barrier along the eastern property line of Building 1 and northern property line of Building 2; see and **Exhibit 4.11-4: Site 1 Operational Noise Barrier Locations**. As shown in **Table 4.11-12: Mitigated Project Operational Noise Levels**, with implementation of **MM NOI-2**, nighttime noise levels from the Project would reach a maximum of 44.9 dBA L_{eq} and would not exceed the City’s 45 dBA L_{eq} nighttime noise standard for residential uses. Therefore, with implementation of **MM NOI-2**, on-site operational noise impacts from the proposed Project would be less than significant.

Table 4.11-12: Mitigated Project Operational Noise Levels

Receptor No.	Land Use	Daytime			Nighttime		
		Modeled Noise Level, dBA Leq	City Noise Standard, dBA Leq	Exceeds Standard?	Modeled Noise Level, dBA Leq	City Noise Standard, dBA Leq	Exceeds Standard?
1	Residential	37.8	65	No	37.8	45	No
2	Residential	38.4	65	No	38.4	45	No
3	Residential	38.9	65	No	38.8	45	No
4	Residential	40.0	65	No	39.9	45	No
5	Residential	40.3	65	No	40.3	45	No
6	Residential	40.3	65	No	40.3	45	No
7	Residential	40.0	65	No	40.0	45	No
8	Residential	39.8	65	No	39.7	45	No
9	Residential	39.7	65	No	39.6	45	No
10	Residential	37.9	65	No	37.9	45	No
11	Residential	38.6	65	No	38.6	45	No
12	Residential	39.1	65	No	39.1	45	No
13	Residential	39.0	65	No	39.0	45	No
14	Residential	38.6	65	No	38.6	45	No
15	Residential	38.3	65	No	38.3	45	No
16	Residential	38.0	65	No	38.0	45	No
17	Residential	37.6	65	No	37.5	45	No
18	Residential	37.1	65	No	37.1	45	No
19	Residential	36.7	65	No	36.7	45	No
20	Residential	36.3	65	No	36.3	45	No
21	Residential	35.7	65	No	35.7	45	No
22	Residential	42.3	65	No	41.3	45	No
23	Residential	43.0	65	No	42.1	45	No
24	Residential	43.3	65	No	42.6	45	No
25	Residential	43.5	65	No	42.9	45	No
26	Residential	43.6	65	No	43.0	45	No
27	Residential	43.4	65	No	42.8	45	No
28	Residential	43.4	65	No	42.6	45	No
29	Residential	43.4	65	No	42.6	45	No
30	Residential	42.4	65	No	41.9	45	No
31	Residential	42.1	65	No	41.4	45	No
32	Residential	42.5	65	No	41.9	45	No
33	Residential	42.6	65	No	40.8	45	No
34	Residential	40.8	65	No	40.6	45	No
35	Residential	40.1	65	No	40.0	45	No
36	Residential	39.4	65	No	39.3	45	No
37	Residential	35.8	65	No	35.8	45	No
38	Residential	36.5	65	No	36.5	45	No
39	Residential	37.4	65	No	37.4	45	No
40	Residential	38.9	65	No	38.8	45	No
41	Residential	38.4	65	No	38.4	45	No
42	Residential	37.6	65	No	37.6	45	No
43	Residential	36.9	65	No	36.8	45	No
44	Residential	44.5	65	No	43.9	45	No
45	Residential	44.4	65	No	43.9	45	No
46	Residential	42.5	65	No	42.1	45	No
47	Residential	44.4	65	No	43.7	45	No
48	Residential	43.9	65	No	43.3	45	No
49	Residential	43.2	65	No	42.8	45	No
50	Residential	43.2	65	No	42.7	45	No
51	Residential	43.2	65	No	42.7	45	No
52	Residential	42.4	65	No	41.9	45	No
53	Residential	42.3	65	No	41.9	45	No
54	Residential	40.6	65	No	40.4	45	No
55	Residential	42.7	65	No	42.4	45	No

Receptor No.	Land Use	Daytime			Nighttime		
		Modeled Noise Level, dBA Leq	City Noise Standard, dBA Leq	Exceeds Standard?	Modeled Noise Level, dBA Leq	City Noise Standard, dBA Leq	Exceeds Standard?
56	Residential	42.6	65	No	42.3	45	No
57	Residential	39.6	65	No	39.4	45	No
58	Residential	40.3	65	No	39.7	45	No
59	Residential	41.9	65	No	41.2	45	No
60	Residential	41.5	65	No	40.8	45	No
61	Residential	39.1	65	No	38.2	45	No
62	Residential	37.7	65	No	37.2	45	No
63	Residential	37.2	65	No	36.6	45	No
64	Residential	36.4	65	No	35.9	45	No
65	Residential	35.4	65	No	35.1	45	No
66	Residential	34.5	65	No	34.3	45	No
67	Residential	33.5	65	No	33.3	45	No
68	Residential	37.7	65	No	37.5	45	No
69	Residential	37.8	65	No	37.6	45	No
70	Residential	37.7	65	No	37.6	45	No
71	Residential	36.7	65	No	36.3	45	No
72	Residential	36.9	65	No	36.6	45	No
73	Residential	37.2	65	No	36.9	45	No
74	Residential	36.2	65	No	36.0	45	No
75	Residential	35.2	65	No	35.1	45	No
76	Residential	34.1	65	No	34.0	45	No
77	Residential	32.9	65	No	32.8	45	No
78	Residential	32.5	65	No	32.4	45	No
79	Residential	31.1	65	No	31.1	45	No
80	Residential	30.4	65	No	30.3	45	No
81	Residential	29.7	65	No	29.6	45	No
82	Residential	29.0	65	No	28.9	45	No
83	Residential	28.5	65	No	28.4	45	No
84	Residential	28.3	65	No	28.2	45	No
85	Residential	29.5	65	No	29.4	45	No
86	Residential	28.9	65	No	28.8	45	No
87	Residential	28.5	65	No	28.4	45	No
88	Residential	28.2	65	No	28.1	45	No
89	Residential	28.2	65	No	28.1	45	No
90	Residential	31.2	65	No	31.0	45	No
91	Residential	31.1	65	No	30.9	45	No
92	Residential	28.2	65	No	27.9	45	No
93	Residential	28.0	65	No	27.7	45	No
94	Residential	27.7	65	No	27.5	45	No
95	Residential	27.5	65	No	27.3	45	No
96	Residential	27.2	65	No	27.0	45	No
97	Residential	27.0	65	No	26.9	45	No
98	Residential	27.0	65	No	26.8	45	No
99	Residential	27.1	65	No	27.0	45	No
100	Residential	27.3	65	No	27.2	45	No
101	Residential	27.5	65	No	27.4	45	No
102	Residential	27.9	65	No	27.8	45	No
103	Residential	27.7	65	No	27.7	45	No
104	Residential	28.0	65	No	27.9	45	No
105	Residential	28.3	65	No	28.2	45	No
106	Residential	28.5	65	No	28.4	45	No
107	Residential	29.1	65	No	29.1	45	No
108	Residential	30.0	65	No	29.9	45	No
109	Residential	30.9	65	No	30.9	45	No
110	Residential	29.6	65	No	29.6	45	No
111	Residential	28.5	65	No	28.5	45	No

Receptor No.	Land Use	Daytime			Nighttime		
		Modeled Noise Level, dBA _{Leq}	City Noise Standard, dBA _{Leq}	Exceeds Standard?	Modeled Noise Level, dBA _{Leq}	City Noise Standard, dBA _{Leq}	Exceeds Standard?
112	Residential	29.1	65	No	29.1	45	No
113	Residential	29.6	65	No	29.6	45	No
114	Residential	30.3	65	No	30.3	45	No
115	Residential	31.1	65	No	31.1	45	No
116	Residential	45.4	65	No	44.4	45	No
117	Residential	46.5	65	No	44.9	45	No
118	Residential	47.8	65	No	44.9	45	No
119	Residential	43.7	65	No	42.5	45	No
120	Residential	42.5	65	No	41.9	45	No

Source: Ibid. Table 29

Off-Site Traffic Noise

Implementation of the Project would generate increased traffic volumes along nearby roadway segments. Based on the Traffic Study, the proposed Project would result in approximately total 839 daily trips. The Opening Year “Opening Year Without Project” and “Opening Year With Project” scenarios are compared in **Table 4.11-13: Project Traffic Noise Levels**. **Table 4.11-13** shows roadway noise levels without the Project would range from 65.5 dBA CNEL to 73.7 dBA CNEL and between 65.6 dBA CNEL and 73.8 dBA CNEL with the Project.

In general, a 3-dBA increase in traffic noise is barely perceptible to people, while a 5-dBA increase is readily noticeable. As shown in **Table 4.11-13: Project Traffic Noise Levels**, the “With Project” noise levels would result in a maximum increase of 0.1 dBA CNEL along all roadway segments. Although the traffic noise levels are above the Normally Acceptable noise standard along these roadways, the Project would result in an increase of 0.1 dBA CNEL which is well below 3.0 dBA CNEL for the roadway segments analyzed. Therefore, traffic noise impacts from the proposed Project would be less than significant.

Table 4.11-13: Project Traffic Noise Levels

Roadway Segment		Opening Year Without Project		Opening Year With Project		Change	Normally Acceptable Standard (dBA CNEL) ²	Significant Impact ³
		ADT	dBA CNEL ¹	ADT	dBA CNEL ¹			
Goetz Road	Ethanac Road to McLaughlin Road	9,038	65.5	9,243	65.6	0.1	60	No
Ethanac Road	Goetz Road to Wheat Street	25,459	69.2	25,648	69.3	0.1	60	No
	Wheat Street to Murrieta Road	28,315	70.4	28,863	70.5	0.1	60	No
	Murrieta Road to Evans Road	33,485	71.8	34,256	71.9	0.1	60	No
	Evans Road to Case Road	36,277	72.8	37,276	72.9	0.1	70	No
	Case Road to I-215 SB Ramps	43,837	73.7	44,836	73.8	0.1	70	No
	I-215 SB Ramps to I-215 NB Ramps	34,464	71.0	34,993	71.1	0.1	70	No
Wheat Street	Ethanac Rpad tp McLaughlin Road	2,846	60.6	3,221	61.2	0.6	60	No

ADT = average daily traffic; dBA = A-weighted decibels; CNEL = community noise equivalent level.

Notes:

- Traffic noise levels are at 100 feet from the roadway centerline. The actual sound level at any receptor location is dependent upon such factors as the source-to-receptor distance and the presence of intervening structures, barriers, and topography.
- The lowest Normally Acceptable land use compatibility noise standard for developed uses along each roadway segment is conservatively used to analyze impacts.
- Potential impacts occur when the Project change exceeds 3 dBA and the Normally Acceptable land use compatibility standard is exceeded (i.e., both must occur).

Source: Ibid. page 32 – Table12

Mitigation Measures

The following mitigation measures are required.

MM NOI-1 Prior to issuance of a Grading Permit, the applicant shall demonstrate, to the satisfaction of the City of Menifee Director of Public Works or Chief Engineer, that the construction contracts for Site 1 and Site 2 include temporary noise barriers. The temporary noise barriers shall have a sound transmission class (STC) of 25 or greater in accordance with the American Society for Testing and Materials (ASTM) Test Method E90, or at least two pounds per sf to ensure adequate transmission loss characteristics. To achieve this, the barrier may consist of steel tubular framing, welded joints, a layer of 18-ounce tarp, a two-inch thick fiberglass blanket, a half-inch thick weatherwood asphalt sheathing, and 7/16-inch sturdy board siding. The barrier

must be free of degrading holes or gaps and shall be designed to prevent structural failure due to factors such as wind, shear, shallow soil failure, earthquakes, and erosion. Temporary construction noise barriers shall be placed at the following locations where construction noise impacts to sensitive receptors have been identified:

- Site 1: An 8-foot-high temporary noise barriers shall be installed along the northern and eastern Project boundaries as depicted in **Exhibit 4.11-2**.
- Site 2: An 8-foot-high temporary noise barrier shall be installed along the southern and western Project boundary of Site 2 as depicted in **Exhibit 4.11-3**.
- Site 3: Temporary noise barriers are not required.

MM NOI-2

Prior to issuance of a Building Permits for Site 1, the applicant shall demonstrate, to the satisfaction of the City of Menifee Director of Public Works or Chief Engineer, that the construction plans contain a 12-foot-high absorptive noise barrier along the eastern property line of Building 1 and the northern property line of Building 2 as depicted in **Exhibit 4.11-3**. The noise barriers shall be constructed with acoustic absorptive material meeting a noise reduction coefficient of 0.70 or greater in accordance with American Society for Testing and Materials Test Method C423. To be effective, the barrier shall be constructed with a solid material with no gaps in the face of the wall or at the base. Openings or gaps between sound wall materials or the ground substantially reduce the effectiveness of the sound wall. All noise control barrier walls shall be designed to preclude structural failure due to such factors as winds, shear, shallow soil failure, earthquakes, and erosion. The City Building Official shall review and approve all proposed designs prior to the issuance of a building permit. Noise barriers are not required during operations for Site 2 and Site 3.

Impact 4.11-2 Generation of excessive groundborne vibration or groundborne noise levels?

Level of Significance: Less than Significant

Construction Vibration

Construction can generate varying degrees of ground vibration, depending on the construction procedures and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. Construction on the Project site would have the potential to result in varying degrees of temporary ground-borne vibration, depending on the specific construction equipment used and the operations involved.

The FTA has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.2 in/sec) appears to be conservative. The types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and

underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. For example, for a building that is constructed with reinforced concrete with no plaster, the FTA guidelines show that a vibration level of up to 0.20 in/sec is considered safe and would not result in any construction vibration damage.

Table 4.11-14: Typical Construction Equipment Vibration Levels lists vibration levels at 25 feet for typical construction equipment. Vibration levels at 40 feet, the distance from the Project boundary (Site 2) to the nearest existing structure is also included in **Table 4.11-14**. Ground-borne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. As indicated in **Table 4.11-14**, based on FTA data, vibration velocities from typical heavy construction equipment operations that would be used during the Project construction range from 0.0015 to 0.0440 in/sec PPV at 40 feet from the source of activity.

Table 4.11-14: Typical Construction Equipment Vibration Levels

Equipment	Peak Particle Velocity at 25 Feet (in/sec)	Peak Particle Velocity at 40 Feet (in/sec) ¹
Large Bulldozer	0.089	0.0440
Caisson Drilling	0.089	0.0440
Loaded Trucks	0.076	0.0376
Jackhammer	0.035	0.0173
Small Bulldozer/Tractors	0.003	0.0015
Notes:		
1. Calculated using the following formula: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$, where: PPV_{equip} = the peak particle velocity in in/sec of the equipment adjusted for the distance; PPV_{ref} = the reference vibration level in in/sec from Table 7-4 of the Federal Transit Administration, <i>Transit Noise and Vibration Impact Assessment Manual</i> , 2018; D = the distance from the equipment to the receiver.		
Source: Ibid. page 33 – Table 13		

As noted above, the nearest structure to the Project construction site is located approximately 40 feet away from Site 2. **Table 4.11-14** shows that at 40 feet the vibration velocities from construction equipment would not exceed 0.0440 in/sec PPV, which is below the FTA’s 0.20 in/sec PPV threshold for building damage and below the 0.4 in/sec PPV annoyance threshold. It is also acknowledged that construction activities would occur throughout the Project site and would not be concentrated at the point closest to the nearest structure. Therefore, vibration impacts associated with Project construction would be less than significant.

Operational Vibration

The Project would include truck movement activity at the Project sites. These movements would generally be low-speed (i.e., less than 15 miles per hour) and would occur over new, smooth surfaces. For perspective, Caltrans has studied the effects of propagation of vehicle vibration on sensitive land uses and notes that “heavy trucks, and quite frequently buses, generate the highest earthborn vibrations of normal traffic.” Caltrans further notes that the highest traffic-generated vibrations are along freeways and state routes. Their study finds that “vibrations measured on freeway shoulders (five meters from the centerline of the nearest lane) have never exceeded 0.08 inches per second, with the worst combinations of heavy trucks and poor roadway conditions (while such trucks were moving at freeway speeds). This level coincides with the maximum recommended safe level for ruins and ancient monuments (and historic

buildings).¹⁹ Since the Project's truck movements would be at low speed (not at freeway speeds) and would be over smooth surfaces (not under poor roadway conditions), Project-related vibration associated with truck activity would not result in excessive ground-borne vibrations; no vehicle-generated vibration impacts would occur. In addition, there are no sources of substantial ground-borne vibration associated with the Project, such as rail or subways. The Project would not create or cause any vibration impacts due to operations.

Mitigation Measures

No mitigation measures are required.

Impact 4.11-3 For or a project located within the vicinity of a private airstrip or 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?

Level of Significance: Less than Significant

The closest airport to the Project is the Perris Valley Aviation Airport located approximately 1.16 miles to the north of Project Site 2. Although the Project is within 2.0 miles of the Perris Valley airport, it is outside of the 55 CNEL noise contour.²⁰ Additionally, there are no private airstrips located within the Project vicinity. Therefore, the Project would not expose people working in the Project area to excessive airport- or airstrip-related noise levels and no mitigation is required.

Mitigation Measures

No mitigation measures are required.

4.11.6 Cumulative Impacts

Cumulative Construction Noise

Project construction noise levels would not exceed the FTA's construction noise threshold of 80 dBA for residential uses with implementation of **MM NOI-1**. Construction noise would be periodic and temporary noise impacts that would cease upon completion of construction activities. The Project would contribute to other proximate construction projects noise impacts if construction activities were conducted concurrently. However, based on the noise analysis above, the Project's construction-related noise impacts would be less than significant with mitigation incorporated.

Construction activities at other planned and approved projects near the Project site would be required to comply with applicable City rules related to noise and would take place during daytime hours on the days permitted by the Menifee MC, and projects requiring discretionary City approvals would require the City to evaluate construction noise impacts, comply with the City's standard conditions of approval, and implement mitigation, if necessary, to minimize noise impacts. Construction noise impacts are by nature localized. Based on the fact that noise dissipates as it travels away from its source, noise impacts would

¹⁹ Ibid. page 33.

²⁰ Ibid. page 34.

be limited to the Project site and vicinity. Therefore, Project construction would not result in a cumulatively considerable contribution to significant cumulative impacts, assuming such a cumulative impact existed, and impacts in this regard are not cumulatively considerable.

Cumulative Operational Noise

Cumulative Off-Site Traffic Noise

Cumulative noise impacts describe how much noise levels are projected to increase over existing conditions with the development of the proposed Project and other foreseeable projects. Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to buildout of the proposed Project and other projects in the vicinity. Cumulative increases in traffic noise levels were estimated by comparing the Existing and Opening Year Without Project scenarios to the Opening Year Plus Project scenario. The traffic analysis considers cumulative traffic from future growth assumed in the transportation model, as well as cumulative projects.

A project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds perception level (i.e., auditory level increase) threshold. The following criteria is used to evaluate the combined and incremental effects of the cumulative noise increase.

- ***Combined Effect.*** The cumulative impact with Project noise level ("Opening Year With Project") would cause a significant cumulative impact if a 3.0 dB increase over "Existing" conditions occurs and the resulting noise level exceeds the applicable exterior standard at a sensitive use. Although there may be a significant noise increase due to the proposed Project in combination with other related projects (combined effects), it must also be demonstrated that the Project has an incremental effect. In other words, a significant portion of the noise increase must be due to the proposed Project.
- ***Incremental Effects.*** The "Opening Year With Project" causes a 1.0 dBA increase in noise over the "Opening Year Without Project" noise level.

A significant impact would result only if both the combined and incremental effects criteria have been exceeded, and the resultant noise level exceeds the Normally Acceptable land use compatibility noise standard. Noise, by definition, is a localized phenomenon and reduces as distance from the source increases. Consequently, only the proposed Project and growth due to occur in the general area would contribute to cumulative noise impacts.

Table 4.11-15: Cumulative Off-Site Traffic Noise Levels identifies the traffic noise effects along roadway segments in the Project vicinity for "Existing," "Opening Year Without Project," and "Opening Year With Project," conditions, including incremental and net cumulative impacts. **Table 4.11-15** shows the combined and incremental effect criterion would not be exceeded along any of the Project roadway segments. As discussed above, a cumulative traffic noise impact would occur if both the combined and incremental effects criteria are exceeded, and the resultant noise level exceeds the Normally Acceptable land use compatibility standard. Therefore, cumulative traffic impacts from the proposed Project would be less than significant.

Cumulative Stationary Noise

The stationary noise sources of the proposed Project would not result in an incremental increase in non-transportation noise sources in the Project vicinity. Furthermore, as discussed above, operational noise caused by the proposed Project would be less than significant. Similar to the proposed Project, other planned and approved projects would be required to mitigate for stationary noise impacts at nearby sensitive receptors, if necessary. As stationary noise sources are generally localized, there is a limited potential for other projects to contribute to cumulative noise impacts.

No known past, present, or reasonably foreseeable projects would combine with the operational noise levels generated by the Project to increase noise levels above acceptable standards because each project must comply with applicable City regulations that limit operational noise. Therefore, the Project, together with other projects, would not create a significant cumulative impact, and even if there was such a significant cumulative impact, the Project would not make a cumulatively considerable contribution to significant cumulative operational noises.

Given that noise dissipates as it travels away from its source, operational noise impacts from on-site activities and other stationary sources would be limited to the Project site and vicinity. Thus, cumulative operational noise impacts from related projects, in conjunction with Project specific noise impacts, would not be cumulatively significant.

Table 4.11-15: Cumulative Off-Site Traffic Noise Levels

Roadway Segment		Existing ¹	Opening Year Without Project ¹	Opening Year With Project ¹	Combined Effects	Incremental Effects	Normally Acceptable Standard (dBA CNEL) ²	Cumulatively Significant Impact? ³
					Difference In dBA Between Existing and Opening Year With Project	Difference In dBA Between Opening Year Without Project and Opening Year With Project		
Goetz Road	Ethanac Road to McLaughlin Road	65.5	65.5	65.6	0.1	0.1	60	No
Ethanac Road	Goetz Road to Wheat Street	68.0	69.2	69.3	1.3	0.1	60	No
	Wheat Street to Murrieta Road	68.5	70.4	70.5	2.1	0.1	60	No
	Murrieta Road to Evans Road	69.8	71.8	71.9	2.1	0.1	60	No
	Evans Road to Case Road	70.4	72.8	72.9	2.5	0.1	70	No
	Case Road to I-215 SB Ramps	72.3	73.7	73.8	1.5	0.1	70	No
	I-215 SB Ramps to I-215 NB Ramps	69.5	71.0	71.1	1.6	0.1	70	No
Wheat Street	Ethanac Road to McLaughlin Road	48.1	60.6	61.2	13.1	0.6	60	No
ADT = average daily trips; dBA = A-weighted decibels; CNEL = Community Noise Equivalent Level								
Notes:								
1. Traffic noise levels are at 100 feet from the roadway centerline. The actual sound level at any receptor location is dependent upon such factors as the source-to-receptor distance and the presence of intervening structures, barriers, and topography.								
2. The lowest Normally Acceptable land use compatibility noise standard for developed uses along each roadway segment is conservatively used to analyze impacts.								
3. A significant impact would result only if both the combined and incremental effects criteria have been exceeded, and the resultant noise level exceeds the Normally Acceptable land use compatibility standard.								
Source: Ibid. page 37 – Table 14								

4.11.7 Significant Unavoidable Impacts

No significant and unavoidable impacts concerning noise were identified.

4.11.8 References

City of Menifee. (2022). *Design Guidelines*. Available at:

[https://www.cityofmenifee.us/DocumentCenter/View/14902/Design-Guidelines_Amended-March-2-2022?bidId=.](https://www.cityofmenifee.us/DocumentCenter/View/14902/Design-Guidelines_Amended-March-2-2022?bidId=)

City of Menifee. (2013). *Menifee General Plan Noise Element*. Available at:

[https://www.cityofmenifee.us/901/Noise-Element.](https://www.cityofmenifee.us/901/Noise-Element)

City of Menifee. (2023). *City of Menifee Municipal Code*. Available at:

[https://codelibrary.amlegal.com/codes/menifee/latest/overview.](https://codelibrary.amlegal.com/codes/menifee/latest/overview)

Kimley-Horn and Associates, Inc. (2024). *Acoustical Assessment*, **Appendix J**.

4.12 PUBLIC SERVICES

4.12.1 Introduction

This section evaluates the Compass Northern Gateway Project's (Project) impact on public services by identifying and analyzing anticipated demand and existing and planned public services and facilities availability to serve the City of Menifee (City) population. In this Draft Environmental Impact Report (EIR), the general term "public services" represents fire protection and police protection, schools, parks, and other services. This section identifies potential impacts that could result from implementation of the Project. The Project is composed of three detached sites referred to "Project Site 1," "Project Site 2," and "Project Site 3," but when not referring to each site separately, these three sites will be referred to hereafter as the "Project" or "Project Sites." Since the release of the Notice of Preparation (NOP) on January 13, 2023, the Project's design has changed. More specifically, APN 330-180-029 was removed from Project Site 1, and thus reduced the total proposed buildings from three to two, totaling 234,921 square feet (SF). However, to be conservative, this EIR (where applicable) analyzes the previous square footage of 265,821 SF between three buildings.

In accordance with Appendix G of the California Environmental Quality Act (CEQA), the emphasis in this Draft EIR is on impacts to public services that could result from implementation of the Project and that could require construction or expansion of existing public service facilities resulting in a physical impact on the environment. The environmental setting discussion is based largely on review of relevant documents and information including the following:

- *City of Menifee General Plan* (Menifee GP)
- *City of Menifee Municipal Code* (Menifee MC)

4.12.2 Environmental Setting

Fire Protection

The City contracts for fire services with the Riverside County Fire Department/CAL FIRE ("Menifee Fire Department"), providing a full range of fire protection services. The fire department responds to fires; rescues; traffic accidents; medical emergencies; and requests for general public assistance.¹ There are four fire stations in the City. Station 68 is located at 26020 Wickerd Road, approximately 6.08 miles southeast of the Project Site 1, 6.33 miles southeast from Project Site 2, and 6.37 miles southwest from Project Site 3. Station 76 is located at 29950 Menifee Road, approximately 5.12 miles southeast of the Project Site 1, 5.29 miles southeast from Project Site 2, and 4.44 miles southeast from Project Site 3. Station 5 is located at 28971 Goetz Road in Menifee, approximately 2.7 miles southwest of Project Site 1, 2.89 miles southwest from Project Site 2, and 3.7 miles southwest from Project Site 3. Station 7 located at 28349 Bradley Road, Sun City, CA 92586, and Station 54 located at 25730 Sultans Road, Homeland, CA 92548. Station 7 is approximately 2.56 miles southwest of the Project Site 1, 2.75 miles from Project Site 2,

¹ City of Menifee. ND. *Fire Department*. Available at: <https://www.cityofmenifee.us/103/Fire-Department> (accessed February 2024).

and 2.25 miles from Project Site 3. Lastly, Station 54 is approximately 5.3 miles northeast of the Project Site 1, 5.28 miles northeast from Project Site 2, and 3.93 miles east from Project Site 3.

Police Protection

Police protection services would be provided by the Menifee Police Department (MPD). The MPD is comprised of the Operations Division (Patrol, Traffic, K9 Unit, and SWAT) and Investigations and Support Services (Investigations Unit, Problem-Oriented Policing Team, Crime-Scene Investigators, Code Enforcement, and Records Bureau). The MPD station is located at 29714 Haun Road, approximately 4.1 miles to the southeast of the Project Site 1, 4.31 miles southeast from Project Site 2, and 3.8 miles south from Project Site 3.²

Schools

Project Site 1, Project Site 2, and Project Site 3 are all located the Romoland School District³ and the Perris Union High School District.⁴ Schools closest to the Project sites include Romoland Elementary located at 25890 Antelope Road, Menifee, CA 92585, and Hans Middle School located at 27625 Sherman Road, Menifee, CA 92585. Romoland Elementary School is approximately 2.8 miles east of Project Site 1 and Project Site 2 and approximately 1.4 miles east of Project Site 3. Hans Middle School is approximately 2.5 miles southeast of Project Site 1; 2.7 miles southeast of Project Site 2; and 1.8 miles southeast of Project Site 3.

Parks and Recreation

There are 16 City-owned parks and 22 Valley-Wide Recreation and Park District-owned parks within the City open for public use. The closest park to the Project site is Nova Park (located approximately 1.2 miles southeast of Project Site 1, 1.3 miles southeast of Project Site 2, and 0.5 mile south of the Project Site 3). Also nearby are Talavera Park located at 27931 Calle Talavera and John V. Denver Park located at 28050 Encanto Drive.⁵

Other Public Facilities

Other public facilities present in the City include the Lazy Creek Recreation Center (26480 Lazy Creek Road, Menifee, CA 92586), located approximately 3.4 miles southeast from Project Site 1, 3.6 miles southeast from Project Site 2, and 3.5 miles south from Project Site 3; Kay Cenicerros Senior Center (29995 Evans Road, Sun City, CA 92586), located approximately 3.7 miles southeast from Project Site 1, 3.9 miles southeast from Project Site 2; and 3.9 miles south from Project Site 3; and Sun City Library (26982 Cherry

² City of Menifee. (2023). *Menifee Police Department - Operations*. Available at: <https://menifeepolice.org/operations/> (accessed January 2023).

³ Romoland School District. 2017. 2016-2017 Elementary School Boundaries. https://www.romoland.net/cms/lib/CA01902709/Centricity/domain/19/documents/BoundaryMap_4-11-2017.pdf (accessed February 2024).

⁴ Perris Union High School District. (2024). District and High School Boundaries. <https://www.puhisd.org/school-boundaries-transfers> (accessed January 2024).

⁵ City of Menifee. n.d. *Parks*. Retrieved from: <https://www.cityofmenifee.us/285/Parks> (accessed January 2024).

Hills Boulevard, and Sun City, CA 92586), located approximately 2.4 miles southeast of Project Site 1, 2.6 miles southeast of Project Site 2, and 2.1 miles south of Project Site 3.⁶

4.12.3 Regulatory Setting

Federal

International Fire Code

The International Fire Code (IFC) establishes minimum requirements for fire prevention and fire protection systems using prescriptive and performance-related provisions. This is a model code that regulates minimum fire safety requirements for new and existing buildings, facilities, storage, and processes. The IFC includes general and specialized technical fire and life safety regulations addressing fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire, and explosion hazards safety, use and storage of hazardous materials, protection of emergency responders, industrial processes, and many other topics. The IFC is issued by the International Code Council, an international organization of building officials.

State

California Senate Bill 50 and California Government Code (Section 65995(b)) and Education Code (Section 17620)

California Senate Bill (SB) 50 places limitations on the power of local governments to require mitigation of school facilities by developers. Under the provisions of SB 50, school districts can collect fees to offset the cost of expanding school capacity, which becomes necessary as development occurs. These fees are determined based on the square footage of proposed uses. As a part of SB 50, school districts must base their long-term facilities needs and costs on long-term population growth in order to qualify for this source of funding. Payment of statutory school fees is deemed to be adequate mitigation of school impacts under CEQA. Prior to SB 50, case law allowed cities to consider and impose conditions to mitigate impacts of new development on school facilities.

SB 50 amended California Government Code (CGC) § 65995, which contains limitations on Education Code § 17620, the statute that authorizes school districts to assess development fees within school district boundaries. CGC § 65995(b)(3) requires the maximum square footage assessment for development to be increased every two years, according to inflation adjustments. Currently, the maximum impact fees allowed by SB 50 are as follows:

- In the case of residential construction, one dollar and ninety-three cents (\$1.93) per square foot of assessable space.
- In the case of any commercial or industrial construction, thirty-one cents (\$0.31) per square foot of chargeable covered and enclosed space. (CGC § 65995(b)).

According to CGC § 65995(h), the payment of statutory fees is “deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning,

⁶ City of Menifee. (2022). *Public Facilities Map*. Available at: <https://www.cityofmenifee.us/DocumentCenter/View/12095/Menifee-Public-Facilities-Map> (accessed February 2024).

use, or development of real property, or any change in governmental organization or reorganization...on the provision of adequate school facilities.” The school district is responsible for implementing the specific methods for mitigating school impacts under the CGC.

California State Assembly Bill 2926: Facilities Act of 1986

To assist in providing school facilities to serve students generated by new development, Assembly Bill (AB) 2926 was enacted in 1986 and authorizes a levy of impact fees on new residential, commercial, and industrial development. The bill was expanded and revised in 1987 through the passage of AB 1600, which added § 66000 et seq. to the CGC. Under this statute, payment of school impact fees by developers serves as CEQA mitigation to satisfy the impact of development on school facilities.

Mitigation Fee Act (California Government Code (Sections 66000 through 66008))

Enacted as AB 1600, the Mitigation Fee Act requires a local agency, such as the City of Menifee, establishing, increasing, or imposing an impact fee as a condition of development to identify the purpose of the fee and the use to which the fee is to be put. The agency must also demonstrate a reasonable relationship between the fee and the purpose for which it is charged, and between the fee and the type of development project on which it is to be levied. This Act became enforceable on January 1, 1989.

California State Assembly Bill 97

Approved in July 2013, AB 97 revises existing regulations related to financing for public schools, by requiring state funding for county superintendents and charter schools that previously received a general-purpose entitlement. AB 97 authorizes local educational agencies to spend, for any local educational purpose, the funds previously required to be spent for specified categorical education programs, including, among others, programs for teacher training and class size reduction.

California Building Code

The State of California provides a minimum standard for building design through the California Building Code (CBC), which is located in Part 2 of Title 24 of the California Code of Regulations (CCR). The CBC is based on the International Building Code but has been modified for California conditions. It is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local conditions. Industrial buildings are plan checked by local city and county building officials for compliance with the CBC. Typical fire safety requirements of the CBC include the installation of sprinklers in all industrial buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas.

California Fire Code

The California Fire Code (CFC) contains regulations consistent with nationally recognized accepted practices for safeguarding, to a reasonable degree, life and property from various hazards, including fire and explosion, among others. The CFC also contains provisions to assist emergency response personnel. The CFC is pre-assembled with the International Fire Code with necessary California amendments. The CFC contains fire safety-related building standards that are referenced in other parts of CCR Title 24. The

CFC is updated once every three years; the 2022 CFC took effect on January 1, 2023. The CFC sets forth regulations regarding building standards, fire protection and notification systems, fire protection devices such as fire extinguishers and smoke alarms, high-rise building standards, and fire suppression training. The CFC provides minimum standards to increase the ability of a building or structure to resist the intrusion of flame or burning embers being projected by a vegetation fire and contributes to a systematic reduction in fire losses through the use of performance and prescriptive requirements.

Mutual Aid Agreements

The Emergency Management Mutual Aid (EMMA) system is a collaborative effort between city and county emergency managers in the Office of Emergency Services in the coastal, southern, and inland regions of the state. EMMA provides service in the emergency response and recovery efforts at the Southern Regional Emergency Operations Center, local Emergency Operations Centers, the Disaster Field Office, and community service centers. The purpose of EMMA is to support disaster operations in affected jurisdictions by providing professional emergency management personnel. In accordance with the MAA, local and state emergency managers have responded in support of each other under a variety of plans and procedures.

The Quimby Act

The Quimby Act (CGC § 66477) was established by the California legislature in 1965 to develop new or rehabilitate existing neighborhood or community park or recreation facilities. This legislation was enacted in response to the need to provide parks and recreation facilities for California’s growing communities. The Quimby Act gives the legislative body of a city or county the authority, by ordinance, to require the dedication of land or payment of in-lieu fees, or a combination of both, for park and recreational purposes as a condition of approval of a tract map or parcel map. The Quimby Act is implemented through City Ordinance and is discussed further below.

Local

Safety Element

According to the City’s Safety Element, it provides a strategy for city staff, residents, developers, and business owners to effectively address natural and man-made hazards in Menifee, including seismic and geological issues; flood hazards; fire hazards; hazardous materials; wind hazards; and disaster preparedness, response, and recovery.⁷

Goals and policies from the Safety Element applicable to the Project include:

Goal S-4 **A community that has effective fire mitigation and response measures in place, and as a result is minimally impacted by wildland and structure fires.**

Policy S-4.2 Ensure, to the maximum extent possible, that fire services, such as firefighting equipment and personnel, infrastructure, and response times, are adequate for all sections of the City. The City will continue to coordinate with the Riverside County Fire

⁷ City of Menifee. (2013). *Menifee General Plan Safety Element*. Available at: <https://www.cityofmenifee.us/896/S-4-Fire-Hazards> (accessed November 2023).

Department, for Interagency coordination, to respond to emergency calls in Menifee and to provide training and ongoing programs for public education.

Policy S-4.17 The City should ensure that all new development has adequate water, sewer, and fire protection consistent with the most current California Building Code and California Fire Code and will comply with the Board of Forestry and Fire Protection Fire Safe Regulations.

Policy S-4.18 The City shall evaluate all redevelopment as well as new development after a large fire event to ensure development will comply with the most current version of the California Building Codes and California Fire Code. The City and Fire Department will continue to coordinate with State, regional, and local agencies on emergency management and on fire risk reduction planning.

Goal S-6 **A City that responds and recovers in an effective and timely manner from natural disasters such as flooding, fire, and earthquakes, and as a result is not impacted by civil unrest that may occur following a natural disaster.**

Policy S-6.1 Continuously review, update, and implement emergency preparedness, response, and recovery plans that make the best use of the City- and county-specific emergency management resources available.

Goal S-8 A community that provides high-quality police services and effective police response to major disasters and emergency events.

Policy S-8.5 Comply with all federal and State of California training requirements including POST (State of California) and FEMA ICS courses 100, 200, 300, 400, and 700 and provide officer and supervisor training in areas of Emergency Management and as Terrorism Liaison Officers.

Community Design Element

The City of Menifee’s Community Design Element is intended to enhance the current community identity through the identification of design techniques, guidelines, and features that will enhance the visual character of the city and its neighborhoods. It serves as a practical guide to city leaders, developers, business owners, and residents as they provide direction to implement new projects in Menifee and is intended to stimulate design creativity in the City.⁸

A goal and policy from the Community Design Element applicable to the Project includes:

Goal CD-3: **Projects, developments, and public spaces that visually enhance the character of the community and are appropriately buffered from dissimilar land uses so that differences in type and intensity do not conflict.**

Policy CD-3.9 Utilize Crime Prevention through Environmental Design (CPTED) techniques and defensible space design concepts to enhance community safety.

⁸ City of Menifee. 2013. *Menifee General Plan Community Design Element*. Available at: <https://www.cityofmenifee.us/882/Community-Design-Element> (accessed November 2023).

4.12.4 Impact Thresholds and Significance Criteria

CEQA Guidelines Appendix G, Environmental Checklist Form, includes questions pertaining to public services. The issues presented in the Environmental Checklist Form have been utilized as thresholds of significance in this section. Accordingly, the Project would have a significant adverse environmental impact if it:

- Would 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 public services:
 - Fire protection?
 - Police protection?
 - Schools?
 - Parks?
 - Other public facilities?

Methodology and Assumptions

The Project is evaluated against the aforementioned significance criteria/thresholds, as the basis for determining the impact's level of significance concerning public services. This analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce a potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the Project's potentially significant environmental impacts associated with public services.

Approach to Analysis

This analysis of impacts on public services examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. Each criterion is discussed in the context of the Project and the surrounding characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on field observations conducted by Kimley-Horn; review of Project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that a Project component would or would not result in "substantial" adverse effects on public services standards considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components.

4.12.5 Impacts and Mitigation Measures

Impact 4.12-1 *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 public services:*

A significant impact would result if development of Project Sites 1, 2, and/or 3 would result in a significant increase in demands for fire protection and/or police protection, schools, parks, or other facilities such that new or physically altered stations, schools, parks, or other facilities or location would be needed. A potentially significant impact could result from the expansion or construction of new sites needed to maintain acceptable service ratios, response times, or other performance objectives.

1) Fire protection?

Level of Significance: Less than Significant

Construction and Operations

The City contracts for fire services with the Riverside County Fire Department/CAL FIRE, providing a full range of fire protection services. The Project Sites would be primarily served by Station 7 located at 28349 Bradley Road, Sun City, CA 92586, and Station 54 located at 25730 Sultans Road, Homeland, CA 92548. Station 7 is approximately 2.56 miles southwest of the Project Site 1, 2.75 miles from Project Site 2 and 2.25 miles from Project Site 3. Station 54 is approximately 5.3 miles northeast of the Project Site 1, 5.28 miles from Project Site 2, and 3.93 miles from Project Site 3. Station 7 is equipped with one Type One Engine with 3 personnel daily, along with two two-person medic squads. Station 7 responded to 7,193 calls for service in 2021.⁹ Station 54 is would have an approximate seven-minute response time. Station 54 is equipped with one three-person fire engine. Station 54 receives approximately 1,900 calls/year.¹⁰

The Menifee Fire Department, Office of the Fire Marshal (OFM) currently reviews all new development plans, and future development is required to conform to all fire protection and prevention requirements, including, but not limited to, building setbacks, emergency access, and fire flow. The Project applicant must be able to demonstrate sufficient fire flow. The Project would be required to comply with the most current provisions of the Fire Fee Schedule,¹¹ which requires a fee payment that the City applies to the funding of fire protection facilities. Mandatory compliance with the Fire Fee Schedule and plan review would be required prior to the issuance of a building permit. In addition, property tax revenues generated from development of the sites would also provide funding to offset potential increases in the demand for fire protection at Project build-out. The Project would comply with the Riverside County Fire Department Technical Policies and Standards, CFC and CBC, including Project features that aid in fire safety and support fire suppression activities, such as fire sprinklers, paved access, and required aisle widths.

⁹ Sonya Rivera-Bu. CAL FIRE/Riverside County Fire Department. May 31, 2023. Personal communication (email).

¹⁰ Reinertson, Adrian. CAL FIRE/Riverside County Fire Department. April 1, 2021. Personal communication (email).

¹¹ Menifee Fire Department. (2023). *Fire Fee Schedule*. Retrieved from: <https://www.cityofmenifee.us/DocumentCenter/View/16893/2023-FIRE-FEE-SCHEDULE?bidId=> (accessed February 2024).

Additionally, the Project would be designed in accordance with Menifee MC's fire safety and fire suppression features, including type of building construction, fire sprinklers, a fire hydrant system, and paved access. The proposed buildings would be of concrete tilt-up construction that contains a low fire hazard risk rating. Fire protection apparatus ingress and egress would be available via four driveways and the Project Sites' internal circulation (a 26-foot-wide fire lane with red curbs and signage per fire department standards) would allow fire apparatus access around the warehouse buildings. Fire hydrants shall be located no closer than 40 feet from a building. A fire hydrant shall be located within 200 feet of the fire department connection for buildings protected with a fire sprinkler system. In addition, a fire alarm system is proposed to be installed, as well as ESFR (Early Suppression, Fast Response) ceiling-mounted fire sprinklers. ESFR systems are located in ceiling spaces as with conventional fire sprinkler systems, but they incorporate large, high volume, high-pressure heads to provide the necessary fire protection for warehouse buildings that may contain high-piled storage. While most other sprinklers are intended to control the growth of a fire, an ESFR sprinkler system is designed to suppress a fire. To suppress a fire does not necessarily mean it would extinguish the fire but rather it is meant to "knock" the fire back down to its source.

The Project would be designed in compliance with all applicable fire protection and prevention requirements and pay DIF's toward the construction of new fire facilities. CAL FIRE Station 7 and 54, which would service the Project site, do not currently meet the Menifee GP's four minute¹² adequate response time goal. Station 7 is the busiest fire station with no ability to expand or add additional resources. However, payment of DIF constitutes adequate mitigation because through implementation of the DIF program, the City collects DIF from development projects and is mandated to use the DIF funds to construct new fire and emergency service facilities. Additionally, the Project would be designed in accordance to the Menifee MC's fire safety and fire suppression features. Further, because no fire protection facilities exist on the Project site, development of the Project would not conflict with existing fire structures or require modification of fire protection facilities. Although some calls for service are anticipated, the increase for fire and emergency services would not be significantly impacted due to construction and operation of the Project warehouses. Additionally, development of the Project Sites would increase property tax revenues to provide a source of funding to offset any increases in demands for public services generated by the Project. When it is determined that a new fire station would be required, the City would determine if that project would be subject to the California Environmental Quality Act (CEQA). CAL FIRE has indicated that an additional fire station located in the northeast quadrant of the City would be an ideal location for a future fire station. No such plans exist for the construction of the station at this time.

Through payment of DIF and implementation of state and local regulation including but not limited to the Menifee MC fire safety/suppression design standards, the Project would receive adequate fire protection service and would not result in adverse physical impacts associated with the provision of or need for new or physically altered fire protection facilities, and would not adversely affect service ratios, response

¹² Determined by the National Fire Protection Association (NFPA 2020) Standard 1710, Standard for the organization and deployment of fire suppression operations to the public by career fire departments, Sections 4.1.2.1 (4) & (7).

times, or other performance objectives. Project implementation would result in a less than significant impact to fire protection services.

Mitigation Measures

No mitigation measures are required.

II) Police protection?

Level of Significance: Less than Significant

The MPD provides Police protection services for the City. The MPD is a new department, which was authorized by City council to be created in late 2018 and officially opened to serve the public July 1, 2020.¹³ As previously mentioned, the MPD operates out of the station located at 29714 Haun Road. As with fire protection services discussed above, the Project site is already within the service area of the MPD. The MPD is authorized to serve the City with 118 full-time employees of which 91 are sworn officers and 27 are not sworn (professional staff members). According to the Department of Finance, the City's population (in January 1, 2023) was 110,034.¹⁴ This represents a service ratio of 0.83 sworn officers per 1,000 population.

MPD is comprised of two divisions: Operations and Investigations & Support Services. Within these divisions numerous units are used to serve the public. These include SWAT (in partnership with the cities of Murrieta and Hemet), K-9, Traffic, Patrol, Crime Scene Investigators, Code Enforcement, Records, Investigations Unit, Problem Oriented Policing, and Court Ordered Registrants. The Patrol unit is the largest unit within the department and calls for routine and emergency service are typically handled by this unit. Between 2021-2022 there were a total of 50,342 calls for service. The average response time for Priority 1 calls was 9:08 minutes. The targeted numbers for 2022-2023 are 55,000 total calls and a response time to Priority One calls of 7:00 minutes. MPD's goal response time for Priority 1 calls is 7:00 minutes. This goal can be achieved through such measures as a False Alarm Ordinance.¹⁵

The MPD would be provided the opportunity to review the Project's design in adherence to Policy CD-3.9 which utilizes Crime Prevention through Environmental Design (CPTED) techniques and design concepts to enhance community safety. CPTED is a way of designing the built environment to create a safer built environment through the strategic use of nighttime security lighting, avoidance of landscaping and fencing that limit sightlines, and use of a single, clearly identifiable point of entry.

The MPD would be provided the opportunity to review the Project's design to verify that all feasible CPTED strategies are incorporated, consistent with Menifee GP Policy CD-3.9. CPTED is a way of designing the built environment to create a safer built environment. CPTED elements include the strategic use of

¹³ Menifee Police Department. 2021. https://menifeepolice.org/wp-content/uploads/2020/07/RELEASE_20200721_T120255_Menifee_Police_Department_Policy_Manual.pdf. (accessed December 2022).

¹⁴ State of California – Department of Finance. (2023). *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2021-2023*. Available at: <https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2023/> (accessed August 2023).

¹⁵ Gutierrez, David. MPD. November 1, 2022. Personal communication (email).

nighttime security lighting, avoidance of landscaping and fencing that limit sightlines, and use of a single, clearly identifiable point of entry.

Additionally, the Project developer would be required to pay a DIF to expand law enforcement facilities.¹⁶ Funding for the operation and maintenance of existing services comes from the City's General Fund, Measure DD funds, as well as County Service Area 86 monies. The Project does not contain residential uses and it is not anticipated that the Project would increase the number of residents in the City. Therefore, it is anticipated that the Project Sites would be adequately served by existing MPD facilities, equipment, and personnel such that new facilities would not be required. Although some calls for service are anticipated, the increase for police services would not be significantly impacted due to construction and operation of the Project warehouse. Additionally, development of the Project Sites would increase property tax revenues to provide a source of funding to offset any increases in the anticipated demands for public services generated by the Project.

Mitigation Measures

No mitigation measures are required.

III) Schools?

Level of Significance: Less than Significant

As previously mentioned, the Project Sites are within the boundaries of the Romoland School District and the Perris Union High School District. Schools closest to the Project Sites include Romoland Elementary located at 25890 Antelope Road, Menifee, CA 92585 and Hans Middle School located at 27625 Sherman Road, Menifee, CA 92585.

The Project, however, would not create a direct demand for public school services, as the subject properties would contain non-residential uses that would not generate school-aged children requiring public education. The Project is not expected to draw a substantial number of new residents to the school districts and therefore, would not indirectly generate school-aged students requiring public education. Since the Project would not directly or indirectly generate school-aged children, the Project would not cause a need or contribute to a need to construct new or physically altered public school facilities. Although the Project would not create a direct or indirect demand for additional public-school services, the Project Applicant would be required to contribute development impact fees to the Romoland School District and the Perris Union High School District in compliance with California SB 50 (Greene), which allows school districts to collect fees from new developments to offset the costs associated with increasing school capacity needs. Payment of school fees would be required prior to the issuance of building permits and the payment of school fees constitutes complete mitigation under CEQA.

Project implementation is not anticipated to have substantial adverse environmental impacts associated with the provision of new or physically altered school facilities, the need for new or physically altered facilities, or construction in order to maintain acceptable service ratios or other performance objectives.

¹⁶ City of Menifee. (2023). *City of Menifee Memorandum*. Available at: <https://www.cityofmenifee.us/DocumentCenter/View/18413/Development-Fee-Memo---July-1-2023-to-June-30-2024> (accessed October 2023).

Due to the lack of school facilities on the Project Sites, development of the Project would not conflict with existing school structures or require modification of school facilities. Compliance with applicable local and state regulations would ensure development would result in a less than significant impact to school services.

Mitigation Measures

No mitigation is required.

IV) Parks?

Level of Significance: Less than Significant

As previously mentioned, there are 16 City-owned parks, and 22 Valley-Wide Recreation and Park District-owned parks open for public use within the City.¹⁷ The closest park to the Project Sites in City is Nova Park. The Project, however, would not create a direct demand for park facilities because the Project would consist of non-residential uses and would not generate population growth requiring park facilities. The Project would also not bring a substantial number of new residents to the area and therefore, would not indirectly generate population growth requiring park facilities. Because the Project would not directly or indirectly generate population growth in the area, the Project would not cause or contribute to a need to construct new or physically alter park facilities.

Project development is not anticipated to have substantial adverse environmental impacts associated with the provision of new or physically altered park facilities, the need for new or physically altered facilities, or construction in order to maintain acceptable service ratios or other performance objectives. Because no park facilities exist on any of the three Project sites, the Project would not conflict with existing park structures or require modification of park facilities. Therefore, Project implementation would result in a less than significant impact to park facilities.

Mitigation Measures

No mitigation measures.

V) Other public facilities?

Level of Significance: Less than Significant

Other public facilities are located within the City, including, Lazy Creek Recreation Center, Kay Cenicerros Senior Center, and Sun City Library.

Project development would not create a direct demand for other public facilities, due to the lack of non-residential uses that would not generate population growth requiring other public facilities. The Project is not anticipated to bring a substantial number of new residents to the area and therefore, would not indirectly generate population growth requiring other public facilities. Additionally, the Project does not involve residential uses and would therefore not directly generate population growth. Since the Project

¹⁷ City of Menifee. Parks. Retrieved from: <https://www.cityofmenifee.us/285/Parks>. (accessed December 2022).

would not directly or indirectly generate population growth, the Project would not need to construct new or physically alter other public facilities.

Overall, Project development would not result in substantial adverse physical impacts associated with the need to construct new or physically alter other public facilities, need for new or physically altered other public facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios or other performance objectives. Because no public facilities exist on the Project sites, development of the Project would not conflict with existing public structures or require modification of public facilities. Therefore, Project implementation would result in a less than significant impact to other public facilities.

Mitigation Measures

No mitigation measures are required.

4.12.6 Cumulative Impacts

The Project is not expected to substantially increase the need for public services within the City. Additionally, the Project would not directly or indirectly generate a significant population increase and anticipated increase demands for public services within the City were previously accounted for in the Menifee GP and analyzed in the Menifee GP Final EIR, which accounts for cumulative growth in the City. Lastly, related to all public services, the Project would pay the required development fees that would be appropriately allocated for police, fire, and school services, as well as other public facilities.

Similar to the Project, other cumulative projects would be required to pay appropriate development fees and demonstrate their level of impact on public services; therefore, the past, present, and future projects would not result in a cumulative impact related to the provision of public services.

4.12.7 Significant Unavoidable Impacts

No significant unavoidable impacts were identified.

4.12.8 References

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4.13 TRANSPORTATION

4.13.1 Introduction

This section addresses transportation impacts related to the construction and operation of the Compass Northern Gateway (Project), including the existing transportation system, significance criteria for transportation impacts, and potential Project impacts resulting from Project implementation. The Project is comprised of three detached sites referred to as “Project Site 1,” “Project Site 2,” and “Project Site 3,” but when not referring to each site separately, these three sites will be referred to hereafter as the “Project” or “Project Sites.” The Project is composed of three detached sites referred to “Project Site 1,” “Project Site 2,” and “Project Site 3,” but when not referring to each site separately, these three sites will be referred to hereafter as the “Project” or “Project Sites.” Since the release of the Notice of Preparation (NOP) on January 13, 2023, the Project’s design has changed. More specifically, APN 330-180-029 was removed from Project Site 1, and thus reduced the total proposed buildings from three to two, totaling 234,921 square feet (SF). However, to be conservative, this EIR (where applicable) analyzes the previous square footage of 265,821 SF between three buildings.

Information presented in this section was obtained from the City of Menifee’s (City) General Plan (Menifee GP) and following technical reports:

- Kimley-Horn and Associates, Inc. (2023). *Traffic Study*. (Appendix K1)
- Kimley-Horn and Associates, Inc. (2023). *SB 743 VMT Analysis*. (Appendix K2)

4.13.2 Environmental Setting

Existing Transportation System

Existing Roadway Network

Project Sites 1, 2, and 3

Regional vehicular access to the Project is proved via Interstate (I-) 215 freeway. I-215 is a north-south trending freeway located approximately two miles east of Project Sites 1 and 2, and approximately half a mile east of Project Site 3. In addition, State Route (SR) 74 is located approximately two miles northeast of Project Sites 1 and 2, and approximately one mile northeast of Project Site 3. The following provides a description of the roadways surrounding the Project Sites.

Goetz Road is a north-south divided roadway with two lanes in each direction. The posted speed limit is 50 mph. Goetz Road is currently paved. In the Menifee GP, Goetz Road is designated as an Arterial. Goetz Road would provide direct access to Project Site 1.

Murrieta Road is a north-south undivided roadway with one lane in each direction. The posted speed limit is 45 mph. Murrieta Road is currently paved. In the Menifee GP, Murrieta Road is designated as a Secondary roadway.

Barnett Road is a north-south undivided roadway with one lane in each direction. Barnett Road is currently paved. In the Menifee GP, Barnett Road is designated as a Secondary roadway.

Ethanac Road is an east-west divided roadway with two lanes in each direction. The posted speed limit is 50 mph. Ethanac Road is currently paved. In City of Menifee GP, Ethanac Road is designated as an Expressway.

McLaughlin Road is an east-west undivided roadway with one lane in each direction. McLaughlin Road is currently unpaved west of Murrieta Road. In the Menifee GP, McLaughlin Road is designated as a Secondary Arterial and the speed limit is 45 mph.

Corsica Lane is an east-west roadway with one lane in each direction. Corsica Lane is currently unpaved. Corsica Lane would provide direct access to Project Site 1.

Wheat Street is a north-south roadway with one lane in each direction. Wheat Street is currently unpaved. Wheat Street would provide direct access to Project Sites 1 and 2.

Evans Road is a north-south roadway with one lane in each direction. Evans Road is currently unpaved. In the Menifee GP, Evans Road is designated as a Collector. Evans Road would provide direct access to Project Site 3.

Existing Transit Service

Project Sites 1, 2, and 3

Transit service to the City is provided by Riverside Transit Agency (RTA), which serves the City of Riverside and surrounding cities. Currently there is no bus stop located near the project area. The closest RTA bus stop to the Project is located on the north side of the Case Road and Ethanac Road intersection. Descriptions of the bus routes near the Project are provided below.

RTA Route 61 operates in the City of Menifee, traveling along Murrieta Road and McCall Boulevard in the project vicinity. Route 61 operates on weekdays from approximately 4:40 AM to 8:15 PM with approximately 1-hour headways and weekends from approximately 6:50 AM to 7:30 PM with 1-hour headways.

RTA Route 74 operates in the City of Menifee, traveling along Ethanac Road and Murrieta Road in the Project vicinity. Route 74 operates on weekdays from approximately 5:30 AM to 8:00 PM with approximately 1-hour headways, Weekends from approximately 6:00 AM to 8:00 PM with 1-hour headways.

Additionally, the Perris Station Transit Center is located approximately four roadway miles northwest of the Project site. Boarding for routes 28, 61, and 74 are located at the Perris Station Transit Center. The Perris Station Transit Center is in the City of Perris at C Street and 4th Street (SR-74) and has eight bus bays served by eight RTA routes. The facility handles multi-modal transfers between Metrolink; RTA local,

regional, and express routes; RTA’s Dial-A-Ride; and park-and-ride patrons in the southwest region. It is owned, operated, and maintained by Riverside County Transportation Commission (RCTC).¹

4.13.3 Regulatory Setting

Federal

Federal rules and regulations govern many facets of the City’s transportation system, including transportation planning and programming; funding; and design, construction, and operation of facilities. The City complies with all applicable rules and regulations of the Federal Highway Administration, the Urban Mass Transit Administration, the Federal Railroad Administration, the Federal Aviation Administration, and other Federal agencies. In addition, the City coordinates with Federal resource agencies where appropriate in the environmental clearance process for transportation facilities.

State

Assembly Bill 1358 – Complete Streets Act of 2008

The California Complete Streets Act of 2008 was signed into law on September 30, 2008. Beginning January 1, 2011, Assembly Bill (AB) 1358 required circulation elements to address the transportation system from a multi-modal perspective. The Complete Streets Act also requires circulation elements to consider the multiple users of the transportation system, including children, adults, seniors, and people with disabilities.

Assembly Bill (AB) 32 – Global Warming Solutions Act

The California Global Warming Solutions Act of 2006 (AB 32) was signed into law in September 2006 after considerable study and expert testimony before the legislature. The law instructs the California Air Resources Board (CARB) to develop and enforce regulations for the reporting and verifying of statewide greenhouse gas (GHG) emissions. The Act directed CARB to set a GHG emission limit based on 1990 levels to be achieved by 2020. The bill set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner (AB 32). In December 2008, CARB adopted a Scoping Plan to achieve the goals of AB 32. AB 32 was followed by Senate Bill (SB) 32 in 2016, which expanded this goal for statewide GHG emissions to be 40 percent below 1990 levels by 2030 (SB 32).

The scoping plan has a range of GHG reduction actions, which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms (e.g., cap-and-trade system), and an AB 32 program implementation regulation to fund the program. CARB recognizes cities as “essential partners” in reducing GHG emissions. As such, CARB has developed a Local Government Toolkit with guidance for GHG reduction strategies, such as improving transit, developing bicycle/pedestrian infrastructure, and increasing city fleet vehicle efficiency, among other strategies.

Adopted December 15, 2022, CARB’s 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85

¹ RTA. ND. *Short Range Transit Plan FY 22 – FY 24*. Retrieved from: <https://www.riversidetransit.com/images/DOWNLOADS/PUBLICATIONS/SRTPS/FY2022-2024%20SRTP.pdf> (accessed October 2023).

percent below 1990 levels by 2045 in accordance with AB 1279. To achieve the targets of AB 1279, the 2022 Scoping Plan relies on existing and emerging fossil fuel alternatives and clean technologies, as well as carbon capture and storage. Specifically, the 2022 Scoping Plan focuses on zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high Global Warming Potential (GWP); providing communities with sustainable options for walking, biking, and public transit; displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines); and scaling up new options such as green hydrogen. The 2022 Scoping Plan sets one of the most aggressive approaches to reach carbon neutrality in the world. Unlike the 2017 Scoping Plan, CARB no longer includes a numeric per capita threshold and instead advocates for compliance with a local GHG reduction strategy (i.e., Climate Action Plan) consistent with CEQA Guidelines § 15183.5.

The key elements of the 2022 CARB Scoping Plan focus on transportation. Specifically, the 2022 Scoping Plan aims to rapidly move towards zero-emission transportation (i.e., electrifying cars, buses, trains, and trucks), which constitutes California's single largest source of GHGs. The regulations that impact the transportation sector are adopted and enforced by CARB on vehicle manufacturers and are outside the jurisdiction and control of local governments. The 2022 Scoping Plan accelerates development of new regulations as well as amendments to strengthen regulations and programs already in place.

Senate Bill 375 – Sustainable Communities and Climate Protection Act

Signed into law on September 30, 2008, SB 375 provides a process to coordinate land use planning, regional transportation plans, and funding priorities to help California meet the GHG reduction goals established by AB 32. SB 375 requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, aligns planning for transportation and housing, and creates specified incentives for the implementation of the strategies. The latest Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) or the Connect SoCal was adopted in 2020.

Senate Bill 743 – Amending CEQA with Respect to Evaluating Transportation Impacts

On September 27, 2013, Governor Jerry Brown signed SB 743 into law. A key element of this law is the potential elimination or deemphasizing of auto delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts. According to the legislative intent contained in SB 743, these changes to current practice were necessary to more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of GHG emissions.

As noted, SB 743 requires impacts to transportation network performance to be viewed through a filter that promotes the reduction of GHG emissions, the development of multimodal transportation networks, and the diversification of land uses. Some alternative metrics were identified in the law, including VMT or automobile trip generation rates. SB 743 does not prevent a city or county from continuing to analyze delay or LOS as part of other plans (i.e., the general plan), studies, or ongoing network monitoring, but these metrics may no longer constitute the sole basis for determining CEQA impacts once SB 743 is ratified into CEQA Guidelines.

In December 2018, the California Natural Resources Agency finalized updates to the State CEQA Guidelines, which included SB 743. Section 15064.3 of the 2019 CEQA Guidelines provides that transportation impacts of projects are, in general, best measured by evaluating the project's VMT. Automobile delay will no longer be considered to be an environmental impact under CEQA. Automobile delay can, however, still be used by agencies to determine local operational impacts. The provisions of this section became mandatory July 1, 2020.

State Transportation Improvement Program

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program for transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources. STIP programming generally occurs every two years. The programming cycle begins with the release of a proposed fund estimate in July of odd numbered years, followed by California Transportation Commission (CTC) adoption of the fund estimate in August (odd years). The fund estimate serves to identify the amount of new funds available for the programming of transportation projects. Once the fund estimate is adopted, Caltrans and the regional planning agencies prepare transportation improvement plans for submittal to the CTC by December 15th (odd years). Caltrans prepares the Interregional Transportation Improvement Program and regional agencies prepare the Regional Transportation Improvement Plans. Public hearings are held in January (even years) in both northern and southern California. The STIP is adopted by the CTC by April (even years).

Technical Advisory on Evaluating Transportation Impacts in CEQA

The Governor's Office of Planning and Research (OPR) released the Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory) in December 2018. The Technical Advisory aids in the transition from LOS to VMT methodology for transportation impact analysis under CEQA. The advisory contains technical recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures.

California Department of Transportation

The California Department of Transportation (Caltrans) owns and operates the State highway system (SHS), which includes the freeways and State routes within California. In Menifee, Caltrans maintains I 215 and SR-74. As discussed above, VMT are now used which, although Caltrans recognizes will not apply to all projects on the SHS; however, they would apply to the Project. Caltrans also recognizes that VMT is the most appropriate primary measure of transportation impacts for capacity increasing transportation projects on the SHS.

The Caltrans Guide for the Preparation of Traffic Impact Studies (December 2002) provides guidance on the evaluation of traffic impacts to State highway facilities. The document outlines when a traffic impact study is needed and what should be included in the scope of the study. The Guide states the following: "Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities, however, Caltrans acknowledges that this may not be always feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS."

Regional

Riverside County Long Range Transportation Study

The Riverside County Long Range Transportation Study (LRTS) is meant to address the challenges of a growing population and growing industrial and warehousing base. The RCTC is the Regional Transportation Planning Agency (RTPA) for Riverside County. RCTC is charged with coordinating transportation planning, funding, and facilitation of all modes of transportation in Riverside County. Short and long-range transportation planning is a key responsibility of RCTC. RCTC plans and implements transportation and transit improvements, particularly those that affect more than one jurisdiction. The agency also assists local governments with money for local streets and roads and develops plans and programs to improve commuting and goods movement. Policies adopted by RCTC also aim to ensure that all persons have equitable access to transportation.

The purpose of the LRTS is meant to strengthen transportation in the region in order to improve mobility, safety, and economic prosperity for Riverside County residents. The LRTS dovetails with and bridges local plans and SCAG's Connect SoCal. It supports the County's economy and quality of life through smart planning, project development and implementation. The LRTS is multimodal in nature and encompasses all forms of transportation: highways, local roads, transit, rail, pedestrian, and bicycle facilities.

The four basic purposes of the LRTS are to:

- Develop strategies to address transportation challenges.
- Provide a realistic vision of transportation in Riverside County in 2045.
- Develop a list of high priority feasible and fundable projects.
- Comprise RCTC's input to SCAG's Connect SoCal.

SCAG's Connect SoCal is a long-range regional plan covering the six counties within the SCAG region. The Riverside County LRTS focuses only on Riverside County and its cities. The Connect SoCal is required to address transportation and related elements such as housing, aviation, air quality conformity, public health, environmental justice, and conservation lands. The LRTS focuses on transportation projects and funding.

RCTC also functions as the County Congestion Management Agency and contained within the LRTS is the County of Riverside Congestion Management Program (CMP), the purpose of which is provided immediately below.

County of Riverside Congestion Management Program

The passage of Proposition 111 in June 1990 established a process for each metropolitan county in California that has an urbanized area with a population over 50,000 (which would include the County of Riverside) to prepare a CMP. The CMP that was prepared by the RCTC in 2011 in consultation with the county and cities in Riverside County is an effort to more directly align land use, transportation, and air quality management efforts, and to promote reasonable growth management programs that effectively use statewide transportation funds while ensuring that new development pays its fair share of needed

transportation improvements. Additionally, the passage of Proposition 111 provided additional transportation funding through a \$0.09 per gallon increase in the state gas tax.

The focus of the CMP is the development of an Enhanced Traffic Monitoring System in which real-time traffic count data can be accessed by the RCTC to evaluate the condition of the Congestion Management System, as well as meeting other monitoring requirements at the state and federal levels. Per the CMP adopted LOS standard of E, when a Congestion Management System segment falls to LOS F, a deficiency plan is required. Preparation of a deficiency plan would be the responsibility of the local agency where the deficiency is located. Other agencies identified as contributors to the deficiency would also be required to coordinate with the development of the plan. The plan must contain mitigation measures, including transportation demand management (TDM) strategies and transit alternatives, and a schedule of mitigating the deficiency. To ensure that the Congestion Management System is appropriately monitored to reduce the occurrence of CMP deficiencies, it is the responsibility of local agencies, when reviewing and approving development proposals, to consider the traffic impacts on the Congestion Management System.

Local

City of Menifee General Plan

Circulation Element²

The Menifee GP Circulation Element provides overall guidance for the City's responsibility to satisfy the local and subregional circulation needs of its residents, visitors, and businesses while maintaining the City's quality of life. In addition, it coordinates the circulation system with future land use patterns and levels of buildout and addresses access and connectivity among the various neighborhoods and economic development districts.

Goals and policies from the Circulation Element applicable to the Project include:

Goal C-1 **A roadway network that meets the circulation needs of all residents, employees, and visitors to the City of Menifee.**

Policy C-1.1: Require roadways to:

- Comply with federal, state, and local design and safety standards.
- Meet the needs of multiple transportation modes and users.
- Be compatible with the streetscape and surrounding land uses.
- Be maintained in accordance with best practices.

Policy C-1.2 Require developments to mitigate its traffic impacts and achieve a peak hour Level of Service (LOS) D or better at intersections, except at constrained intersections at close proximity to the I-215 where LOS E may be permitted.

² City of Menifee. 2013. *General Plan Circulation Element*. Available at: <https://www.cityofmenifee.us/863/Circulation-Element> (accessed February 2024).

- Policy C-1.5** Minimize idling times and vehicle miles traveled to conserve resources, protect air quality, and limit greenhouse gas emissions.
- Goal C-2** **A bikeway and community pedestrian network that facilitates and encourages nonmotorized travel throughout the City of Menifee.**
- Policy C-2.1** Require on- and off-street pathways to:
- Comply with federal, state, and local design and safety standards.
 - Meet the needs of multiple types of users (families, commuters, recreational beginners, exercise experts) and meet ADA standards and guidelines.
 - Be compatible with the streetscape and surrounding land uses.
 - Be maintained in accordance with best practices.
- Policy C-2.2** Provide off-street multipurpose trails and on-street bike lanes as our primary paths of citywide travel and explore the shared use of low-speed roadways for connectivity wherever it is safe to do so.
- Policy C-2.3** Require walkways that promote safe and convenient travel between residential areas, businesses, schools, parks, recreation areas, transit facilities, and other key destination points.
- Goal C-5** **An efficient flow of goods through the city that maximizes economic benefits and minimizes negative impacts.**
- Policy C-5.3** Support efforts to reduce/eliminate the negative environmental impacts of goods movement.

Active Transportation Plan

The City has adopted an Active Transportation Plan (ATP) to meet the City’s goals and vision for providing a transportation system that supports walking, cycling, public transit and automobiles. The ATP was developed through a robust public engagement process that included a series of workshops, outreach “pop-up” events and online engagement that provided multiple opportunities for residents to participate and provide input into the ATP.

4.13.4 Impact Thresholds and Significance Criteria

The following significance criteria for transportation impacts were derived from the Environmental Checklist Form in State CEQA Guidelines Appendix G. An impact of the Project would be considered significant and would require mitigation if it would meet one of the following criteria:

- Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;
- Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b);
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment?); or
- Result in inadequate emergency access.

Methodology and Standards

The Project is evaluated against the aforementioned significance criteria/thresholds as the basis for determining the impact's level of significance concerning transportation resources. This analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended to avoid or reduce the Project's potentially significant environmental impacts.

CEQA Guidelines § 15064.3(b), Determining the Significance of Transportation Impacts, provides the following guidance on how VMT from various types of projects can be evaluated:

b) Criteria for Analyzing Transportation Impacts.

1. **Land Use Projects.** VMT exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease VMT in the project area compared to existing conditions should be considered to have a less than significant transportation impact.
2. **Transportation Projects.** Transportation projects that reduce, or have no impact on, VMT should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, a lead agency may tier from that analysis as provided in § 15152.
3. **Qualitative Analysis.** If existing models or methods are not available to estimate the VMT for the particular project being considered, a lead agency may analyze a Project's VMT qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.
4. **Methodology.** A lead agency has discretion to choose the most appropriate methodology to evaluate a project's VMT, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's VMT and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate VMT and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in § 15151 shall apply to the analysis described in this section.

The analysis for VMT for the Project was completed in December 2022 by Kimley-Horn and Associates and is included as **Appendix K1** of this EIR. The analysis below utilizes the VMT significance criteria to determine the Project's potential impacts related to VMT and if mitigation is needed to reduce impacts to less than significant levels.

VMT Analysis Methodology

The analysis methodology for the Project-generated VMT and Project effect of VMT were developed consistent with the City VMT guidelines.

VMT Screening

VMT screening was conducted for the proposed project. Based on the City's VMT screening criteria, the Project would not screen out of a VMT analysis. The Project's VMT screening scoping form is provided in Appendix A of **Appendix K2**.

VMT Analysis Thresholds

A project would result in a significant project generated VMT impact if either of the following conditions are satisfied:

1. The baseline project generated VMT per service population exceeds the County of Riverside General Plan Buildout VMT per service population, or
2. The cumulative project generated VMT per service population exceeds the County of Riverside General Plan Buildout VMT per service population.

At the discretion of the City, it may be appropriate in some cases to extract the Project-generated VMT using the Production-Attraction trip matrix, which specifies VMT by trip purpose (such as home-based production (residential) VMT or home-based-work attraction (commute) VMT). This may be appropriate when a project is entirely composed of a single use, and there is a need to isolate the home-based or commute VMT. For an industrial project which will cause long-haul trips that the City does not control, the City can choose to use daily home-based work attraction VMT per employee estimates to determine the significance of impact.

Western Riverside Council of Governments (WRCOG) provides a VMT Calculator as an alternative function to mimic the results of RIVCOM for VMT analysis on routine projects. Routine projects are similar to other standard land uses in the City and model. The calculator can estimate a project's VMT based on the project type, size, location, and average travel distance to the project site. The results can provide an expectation of the project VMT as compared to the adopted threshold to estimate if significant impact will occur without the need to run RIVCOM. These results are discussed in Impact 4.13-2 below.

Level of Service Analysis Methodology

The Project's Traffic Study used methodology from the most recent Transportation Research Board Highway Capacity Manual (HCM) to analyze traffic operations per the City Level of Service (LOS) Traffic Study Guidelines. Accordingly, the HCM (11th Edition) was used to perform intersection LOS analysis for the following scenarios:

- Existing conditions
- Existing Plus Project
- Opening Year 2025 Cumulative
- Opening Year 2025 Cumulative Plus Project

LOS measures transportation quality of service from the traveler’s perspective. Per the HCM6, LOS rankings at intersections use a letter-grade scale ranging from LOS A (optimal conditions) to LOS F (congested or overcrowded conditions) based on average control delay in seconds per vehicle, or how long a vehicle typically waits before proceeding through the intersection. This delay is compared with free-flow conditions, and includes slowing before an intersection, waiting in queues, and stopping at the intersection. The Traffic Study used Vistro traffic modeling software to evaluate LOS at both signalized and unsignalized intersections.

Level of Service Standards and Measure of Significance

The City’s LOS Traffic Study Guidelines (October 2020) establishes minimum LOS standards, which has identified LOS D as the threshold for acceptable operating conditions for intersections, except at constrained locations in close proximity to I-215, where LOS E is accepted during peak hours.

Study intersections and roadway segments are considered to have a Project-related effect when any of the following occurs between the “without project” and the “plus project” conditions:

- If the pre-project condition at an intersection or roadway segment is at or better than the minimum acceptable LOS (LOS D, or LOS E at constrained locations near I-215) and the addition of project trips results in an unacceptable LOS (LOS E or LOS F)
- If the pre-project condition is LOS E or F and the Project adds 50 or more peak hour trips to the intersection or roadway segment. This type of effect would be considered a cumulative effect in which the Project would be required to contribute a fair share payment toward reducing the effect.

Per the City’s LOS Traffic Study Guidelines, Project-related effects are identified as direct or cumulative in the Project’s traffic study report. Only feasible improvements were recommended in the traffic study report. Analysis of the recommended improvements are be provided to demonstrate the proposed improvement would reduce the Project effect to meet LOS standards.

Project Design Features

The Project Sites are located along Corsica Lane, Wheat Street, and Evans Road. The Project includes the following improvements (refer to **Section 2.0, Project Description** of this EIR for more information):

Project Site 1 (Corsica Lane) DEV2022-010

All Project Site 1 driveways would be unsignalized.

- Building 1
 - Goetz Road – 36 feet wide; Primary Auto access
 - Corsica Lane – 36 feet wide; Primary Truck access
- Building 2
 - Corsica Lane – 36 feet wide; Primary Truck access
 - Wheat Street – 36 feet wide; Primary Auto access.

Project Site 2 (Wheat Street) DEV2022-012

All Project Site 2 driveways would be unsignalized

- Northern Wheat Street – 40 feet wide; Primary Truck Access
- Southern Wheat Street – 38 feet wide; Primary Automobile access

Project Site 3 (Evans Road) DEV2022-018

All Project Site 3 driveways would be unsignalized

- Northern Evans Road – 30 feet wide; Primary Automobile access
- Southern Evans Road – 40 feet wide; Primary Truck access

4.13.5 Impacts and Mitigation Measures

Impact 4.13-1: *Would the Project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

Level of Significance: *Less than Significant*

Project Sites 1, 2, and 3

The Project would be consistent with SB 375 by complying with SCAG’s Connect SoCal. The Project would be consistent with SB 375 by complying with SCAG’s Connect SoCal. The Project’s consistency analysis with SCAG’s Connect SoCal goals is further discussed in **Table 4.10-1: Consistency with SCAG’s Connect SoCal Goals** within **Section 4.10: Land Use and Planning** of this EIR. The Project would also be consistent with Riverside County’s CMP goals which include, but not limited to, adhering to the CMP by maintaining and enhancing the performance of the multimodal transportation system near the Project site, minimizing travel delay (refer to the LOS analysis in the Project’s Traffic Study); providing technical consistency in multimodal transportation system analysis and providing consistent procedures to identify and evaluate the effectiveness of mitigation measures; and by providing for adequate funding of mitigations through payment of development impact fees.

The Project would also comply with the Complete Streets Act of 2008 by being consistent with the Menifee GP Circulation Element. Per the Complete Streets Act of 2008, General Plans are required to accommodate a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways in manners that are suitable to applicable rural, suburban, or urban contexts. More specifically, the Project’s circulation system would be designed and constructed in conformance with relevant goals and policies in the Menifee GP Circulation Element that pertain to the Project’s circulation system. For further details, see **Table 4.10-2: Consistency with the City of Menifee General Plan** within **Section 4.10: Land Use and Planning** of this EIR.

The Project would include improvements to Ethanac Road, Evans Road, Corsica Lane, Wheat Street, and Goetz Road. Development of the Project Sites would include on-site perimeter circulation in compliance with the City of Menifee Municipal Code (Menifee MC) development standards. Furthermore, the Project would be conditionally required to include improvements for Opening Year 2025 and Opening Year 2025 Cumulative Plus Project Conditions through a combination of fee payments to help establish programs,

construction of specific improvements, payment of fair-share contribution toward future improvements, or a combination of these approaches. The Project’s fair share proportion at deficient study intersections are furthered addressed in the LOS analysis provided in the Supplemental Analysis below and in the Project’s Traffic Study. Lastly, the Project’s development could result in an increased demand of public transportation as employment opportunities increase. RTA, as the public transit agency for the area, would be responsible for routinely reviewing and adjusting their ridership schedules and service destinations to accommodate public demand. Thus, implementation of the Project would not conflict with local public transit services and a less than significant impact would occur.

Mitigation Measures

No mitigation measures are required.

Supplemental Analysis

A Traffic Study was conducted for the Project in accordance with the traffic study requirements of the City LOS Traffic Study Guidelines and the City Traffic Impact Analysis Guidelines for Vehicle Miles Traveled. However, the following traffic analysis is provided for informational purposes only, as additional delay – to an intersection or roadway segment – is no longer required by or considered a significant impact under CEQA.

Project Trip Generation

As shown in **Table 4.13-1: Project Trip Generation**, the Project is anticipated to generate 1,181 daily Passenger car equivalent (PCE) trips, with 113 PCE trips (89 inbound and 24 outbound) in the morning peak hour and 121 PCE Trips (32 inbound and 89 outbound) in the evening peak hour.

Table 4.13-1: Project Trip Generation

Trip Generation Rates ¹										
ITE Land Use	ITE Code	Unit	Daily	AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total	
Warehouse	150	KSF	1.71	0.131	0.039	0.170	0.050	0.130	0.180	
Project Trip Generation										
Project Site 1 (Corsica Lane)										
ITE Land Use	Quantity	Unit	Daily	AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total	
Warehousing	265.821	KSF	455	35	10	45	13	35	48	
Passenger Vehicles	73.00%		332	26	7	33	9	26	35	
Trucks	27.00%		123	9	3	12	4	9	13	
Project Site 1 (Corsica Lane) Trips - Passenger Car Equivalents										
Vehicle Type	Vehicle Mix ^{2,3}	Daily Vehicles	PCE Factor	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Passenger Cars	73.00%	332	1.0	332	26	7	33	9	26	35
2-axle Trucks	4.57%	21	1.5	32	2	1	3	1	2	3
3-axle Trucks	6.13%	28	2.0	56	4	1	5	2	4	6
4-axle Trucks	16.30%	74	3.0	222	17	5	22	6	17	23
Total Proposed Project Truck PCE Trips				310	23	7	30	9	23	32
Total Proposed Project PCE Trips				642	49	14	63	18	49	67

Project Site 2 (Wheat Street)										
ITE Land Use		Quantity	Unit	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Warehousing		86.676	KSF	148	11	3	14	4	11	15
Passenger Vehicles	73.00%			108	8	2	10	3	8	11
Trucks	27.00%			40	3	1	4	1	3	4
Project Site 2 (Wheat Street) Trips – Passenger Car Equivalents										
Vehicle Type	Vehicle Mix ^{2,3}	Daily Vehicles	PCE Factor	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Passenger Cars	73.00%	108	1.0	108	8	2	10	3	8	11
2-axle Trucks	4.57%	7	1.5	10	1	0	1	0	1	1
3-axle Trucks	6.13%	9	2.0	18	1	0	1	0	1	1
4-axle Trucks	16.30%	24	3.0	72	5	1	6	2	5	7
Total Proposed Project Truck PCE Trips				100	7	1	8	2	7	9
Total Proposed Project PCE Trips				208	15	3	18	5	15	20
Project Site 3 (Evans Road)										
ITE Land Use		Quantity	Unit	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Warehousing		137.896	KSF	236	18	5	23	7	18	25
Passenger Vehicles	73.00%			172	13	4	17	5	13	18
Trucks	27.00%			64	5	1	6	2	5	7
Project Site 3 (Evans Road) Trips – Passenger Car Equivalents										
Vehicle Type	Vehicle Mix ^{2,3}	Daily Vehicles	PCE Factor	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Passenger Cars	73.00%	172	1.0	172	13	4	19	5	13	18
2-axle Trucks	4.57%	11	1.5	17	1	0	1	0	1	1
3-axle Trucks	6.13%	14	2.0	28	2	1	3	1	2	3
4-axle Trucks	16.30%	38	3.0	114	9	2	11	3	9	12
Total Proposed Project Truck PCE Trips				159	12	3	15	4	12	16
Total Proposed Project PCE Trips				331	25	7	32	9	25	34
Total Proposed Project Passenger Vehicle Trips				612	47	13	60	17	47	64
Total Proposed Project Truck PCE Trips				569	42	11	53	15	42	57
Total Proposed Project PCE Trips				1,181	89	24	113	32	89	121
¹ Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition ² Passenger Vehicles and Truck splits taken from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition Supplement. ³ Truck mix percentages were calculated based on a ratio between the ITE truck splits and the Truck Trip Generation Study - City of Menifee Source: Kimley-Horn and Associates. (2023). <i>Traffic Study – Table 3.</i>										

Study Locations

The following study locations for both intersections and roadway segments were established in consultation with the City through the Project’s Scoping Agreement process (Traffic Scoping/Study Application of the City of Menifee LOS Traffic Study Guidelines).

Study Intersections:

1. Goetz Road at Ethanac Road
2. Wheat Street at Ethanac Road
3. Murrieta Road at Ethanac Road
4. Evans Road at Ethanac Road
5. Barnett Road/Case Road at Ethanac Road
6. I-215 SB Ramps at Ethanac Road
7. I-215 NB Ramps at Ethanac Road
8. Goetz Road at McLaughlin Road/Goldenrod Avenue
9. Wheat Street at McLaughlin Road

Study Roadway Segments:

1. Goetz Road: Ethanac Road to McLaughlin Road
2. Ethanac Road: Goetz Road to Wheat Street
3. Ethanac Road: Wheat Street to Murrieta Road
4. Ethanac Road: Murrieta Road to Evans Road
5. Ethanac Road: Evans Road to Case Road
6. Ethanac Road: Case Road to I-215 SB Ramps
7. Ethanac Road: I-215 SB Ramps to I-215 NB Ramps

Existing Conditions (2023)

Existing morning peak period (7:00 to 9:00 AM) and evening peak period (4:00 to 6:00 PM) turning movement and daily roadway traffic counts were collected for all study intersections and study roadway segments. The counts were completed in December 2022 and February 2023. Passenger car equivalent (PCE) factors, were then applied to the truck types, based on number of axles (1.5 PCE for 2-axle trucks, 2.0 PCE for 3-axle trucks, and 3.0 PCE for 4+-axle trucks) to determine the total existing PCE volumes.

Review of Traffic Study Table 1 indicates that no study intersections currently operate below at an unacceptable LOS. Furthermore, Traffic Study Table 2 indicates that no roadway segments currently operate at an unacceptable LOS.

Existing (2023) Plus Project

Project-related traffic was added to the existing traffic volumes, and the resulting traffic volumes at the study locations. Intersection and Roadway LOS analysis was conducted for the morning and evening peak hours for the Existing Plus Project conditions.

Review of Traffic Study Table 4 indicates that, with the addition of Project traffic, all study intersections would continue to operate at an acceptable LOS. Additionally, review of Traffic Study Table 5 indicates that, with the addition of Project traffic, the study roadway segments would continue to operate at unacceptable LOS on a daily basis.

Opening Year (2025) Cumulative

Cumulative projects consist of development projects that have been approved but are not yet constructed/occupied, and projects that are in various stages of the application and approval process but have not yet been approved. The locations of the Cumulative Projects are shown on **Exhibit 3-1: Location of Cumulative Projects**. Based on consultation with City staff, an ambient annual growth rate of 2.0% per year was applied to existing traffic volumes to develop Opening Year 2025 Base forecasts.

An Intersection LOS analysis was conducted for Opening Year 2025 Cumulative conditions. Review of Traffic Study Table 7 indicated that, with addition of ambient growth and cumulative projects traffic, the following intersections would operate at unacceptable LOS under Opening Year 2025 conditions:

- #2 – Wheat Street at Ethanac Road: AM & PM – LOS F
- #3 – Murrieta Road at Ethanac Road: AM & PM – LOS F
- #4 – Evans Road at Ethanac Road: AM & PM – LOS F

- #6 – I-215 SB Ramps at Ethanac Road: AM & PM – LOS F
- #7 – I-215 NB Ramps at Ethanac Road: AM & PM – LOS F

A Roadway LOS analysis was conducted for Opening Year 2025 Cumulative conditions. Review of Traffic Study Table 8 indicates that the following study roadway segments would operate at an unacceptable LOS on a daily basis:

- Ethanac Road: Murrieta Road to Evans Road – LOS E
- Ethanac Road: Evans Road to Case Road – LOS E
- Ethanac Road: Case Road to I-215 SB Ramps – LOS F
- Ethanac Road: I-215 SB Ramps to I-215 NB Ramps – LOS F

Opening Year (2025) Cumulative Plus Project

Project-related traffic for the added to the Opening Year 2025 Cumulative traffic volumes. An Intersection LOS analysis was conducted for the Opening Year 2025 Cumulative Plus Project condition. Review of Traffic Table 9 indicates that, with the addition of Project traffic, the following intersections would operate at unacceptable LOS under Opening Year 2025 Cumulative Plus Project conditions:

- #2 – Wheat Street at Ethanac Road: AM & PM – LOS F
- #3 – Murrieta Road at Ethanac Road: AM & PM – LOS F
- #4 – Evans Road at Ethanac Road: AM & PM – LOS F
- #6 – I-215 SB Ramps at Ethanac Road: AM & PM – LOS F
- #7 – I-215 NB Ramps at Ethanac Road: AM & PM – LOS F

Roadway LOS analysis was conducted for the Opening Year 2025 Cumulative Plus Project condition. Review of Traffic Study Table 10 indicates that the following study roadway segments would operate at an unacceptable LOS on a daily basis:

- Ethanac Road: Murrieta Road to Evans Road – LOS E
- Ethanac Road: Evans Road to Case Road – LOS F
- Ethanac Road: Case Road to I-215 SB Ramps – LOS F
- Ethanac Road: I-215 SB Ramps to I-215 NB Ramps – LOS F

Several study intersections and roadway segments are expected to operate below the minimum acceptable LOS standard under Opening Year 2025 Cumulative Plus Project Conditions. The Traffic Study recommended improvements under applicable Opening Year 2025 Cumulative Plus Project Conditions that address the Project's effect at study intersections and roadway segments.

Recommended improvements for the study intersections and roadways where there is a Project-related effect are discussed further in the Traffic Study and summarized in **Table 4.13-2: Summary of Intersection Operation with Recommended Improvements** and **Table 4.13-3: Summary of Roadway Segment Analysis with Recommended Improvements**. Recommended improvements would include a combination of fee payments to established programs, construction of specific improvements (refer to

off-site circulation improvements in **Section 2.0: Project Description**), payment of a fair-share contribution toward future improvements, or a combination of these approaches. The project fair share proportion for non-programmed improvements at deficient study intersections and roadway segments under Opening Year 2025 Cumulative Plus Project conditions is shown in **Table 4.13-4: Summary of Project Fair Share**. The Project would pay a fair share for non-programmed improvements at deficient study intersections. For programmed improvements, the developer would pay into the regional transportation fee program.

Table 4.13-2: Summary of Intersection Operation with Recommended Improvements

Intersection	Improvements	Peak Hour	Proposed Traffic Control	Opening Year 2025 Cumulative Plus Project					
				Without Project		With Project		With Improvements	
				Delay	LOS	Delay	LOS	Delay	LOS
2. Wheat Street at Ethanac Road	<ul style="list-style-type: none"> Modify the existing northbound shared lane to a right-turn only (northbound left-out restricted) 	AM	U	>180	F	>180	F	17.5	C
		PM		>180	F	>180	F	31.1	D
3. Murrieta Road at Ethanac Road	<ul style="list-style-type: none"> Add a dedicated northbound right-turn lane Add northbound right-turn overlap phasing Add eastbound right-turn lane Add a dedicated northbound left-turn lane Modify the existing southbound shared left/through lane to a dedicated left-turn lane and through lane Modify northbound/southbound phasing from split to protected 	AM	S	96.4	F	110.0	F	34.6	C
		PM		173.9	F	191.9	F	39.3	D
4. Evans Road at Ethanac Road	<ul style="list-style-type: none"> Install traffic signal Add protected westbound left-turn phasing Modify northbound approach to provide dedicated left-turn and right-turn lanes 	AM	S	>180	F	>180	F	28.5	C
		PM		>180	F	>180	F	29.3	C
6. I-215 SB Ramps at Ethanac Road	<ul style="list-style-type: none"> Add 2nd eastbound through lane Add 2nd westbound left-turn lane Modify southbound approach to provide one left-turn, one right-turn, and one shared left/through/right lane 	AM	S	183.9	F	194.2	F	27.0	C
		PM		345.8	F	389.2	F	50.5	D

Intersection	Improvements	Peak Hour	Proposed Traffic Control	Opening Year 2025 Cumulative Plus Project					
				Without Project		With Project		With Improvements	
				Delay	LOS	Delay	LOS	Delay	LOS
	<ul style="list-style-type: none"> Add dedicated eastbound right-turn lane 								
7. I-215 NB Ramps at Ethanac Road	<ul style="list-style-type: none"> Add 2nd eastbound through lane Add 2nd westbound through lane Add a dedicated westbound right-turn lane Add 2nd eastbound left-turn lane Add 2nd northbound left-turn lane 	AM	S	193.2	F	202.6	F	34.6	C
		PM		370.5	F	383.0	F	49.2	D

Notes:

- **Bold** values indicate intersections operating at an unacceptable Level of Service
- Delay values Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.
- S = Signalized
- U = Unsignalized

Source: Kimley-Horn and Associates. (2023). *Traffic Study – Table 11.*

Table 4.13-3: Summary of Roadway Segment Analysis with Recommended Improvements

Roadway	Segment	Existing Configuration	Recommended Configuration	Opening Year 2025 Cumulative ADT	Project ADT	Opening Year 2025 Plus Project ADT	Recommended LOS E Capacity	LOS
Ethanac Road	Murrieta Road to Evans Road	4-Lane Arterial	6-Lane Arterial	33,485	771	34,256	56,300	B
	Evans Road to Case Road	4-Lane Arterial	6-Lane Arterial	36,277	999	37,276	56,300	B
	Case Road to I-215 SB Ramps	4-Lane Arterial	6-Lane Arterial	43,837	999	44,836	56,300	C
	I-215 SB Ramps to I-215 NB Ramps	3-Lane Arterial	6-Lane Arterial	34,464	529	34,993	56,300	B

Source: Kimley-Horn and Associates. (2023). *Traffic Study – Table 12.*

Table 4.13-4: Summary of Project Fair Share

Intersection	AM Peak Hour					PM Peak Hour				
	Total Volume		Total Growth	Project Trips	%age	Total Volume		Total Growth	Project Trips	%age
	2023	2025				2023	2025			
2. Wheat Street at Ethanac Road	1,321	2,244	923	43	4.7%	1,239	2,500	1,261	66	5.2%
3. Murrieta Road at Ethanac Road	1,789	3,477	1,688	75	4.4%	1,818	3,979	2,161	80	3.7%
4. Evans Road at Ethanac Road	1,493	3,506	2,013	102	5.1%	1,416	3,958	2,542	108	4.2%

Intersection		AM Peak Hour				PM Peak Hour					
		Total Volume		Total Growth	Project Trips	%age	Total Volume		Total Growth	Project Trips	%age
		2023	2025				2023	2025			
6. I-215 SB Ramps at Ethanac Road		2,283	4,685	2,402	97	4.0%	2,358	5,382	3,024	102	3.4%
7. I-215 NB Ramps at Ethanac Road		1,851	3,738	1,887	47	2.5%	1,964	4,388	2,424	59	2.4%
Roadway	Segment	Daily Traffic					Fair Share %age				
		Total Volume		Total Growth	Project Trips	Fair Share %age					
		2023	2025								
Ethanac Road	Murrieta Road to Evans Road	16,595	33,485	16,890	771	4.6%					
	Evans Road to Case Road	16,845	36,277	19,432	999	5.1%					
	Case Road to I-215 SB Ramps	24,114	43,837	19,723	999	5.1%					
	I-215 SB Ramps to I-215 NB Ramps	19,929	34,464	14,535	529	3.6%					
Notes: - Fair Share percentage is to be applied to non-programmed improvements											
Source: Kimley-Horn and Associates. (2023). <i>Traffic Study – Table 13.</i>											

Traffic Signal Warrants Analysis

The California Manual on Uniform Control Devices (MUTCD) provides warrant guidelines for the installation of a traffic signal. Traffic Signal Warrant analyses were conducted for the following unsignalized intersections:

- #2 – Wheat Street at Ethanac Road
- #4 – Evans Road at Ethanac Road

Signal warrants were based on the 2014 MUTCD. The warrants were conducted using Warrant 3 (Peak Hour Warrant) for the following conditions:

- Existing Plus Project
- Opening Year 2025 Cumulative
- Opening Year 2025 Cumulative Plus Project

Based on the signal warrant analysis, Signal Warrant 3 was met under the following conditions:

- Opening Year 2025 Cumulative
 - #2 – Wheat Street at Ethanac Road: AM & PM
 - #4 – Evans Road at Ethanac Road: AM & PM

- Opening Year 2025 Cumulative Plus Project
 - #2 – Wheat Street at Ethanac Road: AM & PM
 - #4 – Evans Road at Ethanac Road: AM & PM

The California MUTCD specifically states, “The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.” The reference document goes on to state a number of other factors to take into account when considering a signal for a specific location, including whether or not a signal would improve the overall safety of the intersection, whether it would benefit or disrupt progressive traffic flow, and consideration of site-specific characteristics such as queuing, signal spacing, and overall delay to the main street through movements. The decision to install a traffic signal would be based on engineering judgement, and not solely upon satisfying a single peak hour warrant.

Project LOS Conclusion

As stated above, the Traffic Study included recommended improvements for study intersections and roadway segments that would operate below an applicable LOS. With implementation of the recommendations, all deficient study intersections and roadways would operate at an acceptable LOS. The recommended improvements are intended to improve operational conditions consistent with Menifee GP LOS policies. However, the recommended improvements are conceptual in nature and not required to be enforced as additional delay – to an intersection or roadway segment – is no longer considered a significant impact under CEQA.

Impact 4.13-2: Would the Project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

Level of Significance: Less than Significant With Mitigation Incorporated

As previously stated in Section 4.13.4 above, per the City’s VMT guidelines a project would result in a significant project-generated VMT impact if either of the following conditions are met:

1. The baseline project-generated VMT per service population exceeds the County of Riverside General Plan Buildout VMT per service population; or
2. The cumulative project-generated VMT per service population exceeds the County of Riverside General Plan Buildout VMT per service population.

Project VMT Analysis

Project Sites 1, 2, and 3

A VMT Assessment for Routine Projects was conducted for the proposed project per City of Menifee’s VMT Guidelines. Home-based work attraction VMT methodologies for County General Plan Buildout was selected for analysis based on discussion with City Staff. Based on the WRCOG VMT Calculator Spreadsheet, the following **Table 4.13-5: Project VMT Impact Evaluation – Production Attraction Method** shows the VMT results under Production Attraction (PA) methods.

Table 4.13-5: Project VMT Impact Evaluation – Production Attraction Method

Analysis Scenario	Employment-Based VMT/Employee	Percent change compared to City Average	VMT Impact
Riverside County Average	26.6		
Baseline Plus Project			
Project Site 1 (Corsica Lane)	27.3	+2.63%	Yes
Project Site 2 (Wheat Street)	27.3	+2.63%	Yes
Project Site 3 (Evans Road)	23.2	-12.78	No

Based on the results shown in **Table 4.13-5** and the City’s VMT Guidelines, the following initial unmitigated results are determined:

- Project Site 1 (Corsica Lane) - significant VMT impact (2.63 percent above City Average)
- Project Site 2 (Wheat Street) - significant VMT impact (2.63 percent above City Average)
- Project Site 3 (Evans Road) - less-than significant VMT impact

Since Project Sites 1 and 2 would result in significant VMT impacts, **MM TRA-1** would be implemented. In compliance with the City’s Industrial Good Neighbor Policies for new industrial project sites, **MM TRA-1** would require that the Project Applicant develop Commute Trip Reduction (CTR)/TDM plan discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking. The TDM plan would be approved by the City prior to the issuance of building permits and incorporated into the Project’s Codes Covenants and Restrictions (CC&Rs). With the implementation of **MM TRA-1**, the potential VMT reduction is calculated to be eight percent, as shown in **Table 4.13-6: TDM Measures and VMT Reductions**.

Table 4.13-6: TDM Measures and VMT Reductions

TDM Strategy	Potential VMT Reduction
Voluntary Commute Trip Reduction Program (T-5)	4%
Implement Commute Trip Reduction Marketing (T-7)	4%
Total Potential VMT Reduction	8%

Since **MM TRA-1** would result in an eight percent reduction, the Project’s total VMT impact would not have a significant impact per City’s adopted thresholds. Therefore, a less than significant impact with mitigation would occur.

Mitigation Measures

MM TRA-1 The Project Applicant shall consult with the local transit service provider on the need to provide infrastructure to connect the Project with transit services. Evidence of compliance with this requirement may include correspondence from the local transit provider(s) regarding the potential need for installing bus turnouts, shelters, or bus stops at the site.

The portion of the TDM plan for non-residential uses shall include, but not be limited to the following potential measures: ride-matching assistance, preferential carpool parking, flexible work schedules for carpools, transportation coordinators, providing a web site or message board for coordinating rides, designating adequate passenger

loading and unloading and waiting areas for ride-sharing vehicles, and including bicycle end of trip facilities. This list may be updated as new methods become available. The TDM Plan shall be approved by the City prior to building permit issuance for the industrial uses.

Impact 4.13-3: *Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Level of Significance: Less than Significant

Project Sites 1, 2, and 3

The Project Sites would not include the use of any incompatible vehicles or equipment on-site, such as farm equipment. The design features of the Project Sites would create new driveways and improve adjacent roadways. The anticipated on-site and off-site roadway improvements would be compatible with the surrounding and existing and future land uses. All circulation improvements would be constructed as approved by the City of Menifee Public Works Department. In accordance with the City's Development Code § 9.160.050, "Every structure shall be constructed upon or moved to a legally recorded parcel with a permanent means of access to a public street or road, or a private street or road, conforming to city standards. All structures shall be located to provide safe and convenient access for servicing, fire protection and required off-street parking." Pursuant to City Development Code § 9.160.060, sight distance at the Project Sites' access points would comply with all applicable sight distance standards and no sharp curves are proposed as part of the Project's design. Therefore, a less than significant impact would occur, and no mitigation is required.

Mitigation Measures

No mitigation measures are required.

Impact 4.13-4: *Would the Project result in inadequate emergency access?*

Level of Significance: Less than Significant

Project Sites 1, 2, and 3

Access to Project Site 1 is proposed via six driveways: one on Wheat Street, four on Corsica Lane, and one on Goetz Road. Internal circulation for automobiles, trucks, and emergency vehicles would be provided via a 26 foot-wide fire access lane (refer to **Exhibit 2-5: Project Site 1 Conceptual Plan**). Access to Project Site 2 is proposed via two driveways on Wheat Street. Internal circulation for automobiles, trucks, and emergency vehicles would be provided via a 26 foot-wide fire access lane. Lastly, access to Project Site 3 is proposed via two driveways on Evans Road. Internal circulation for automobiles, trucks and emergency vehicles would be provided via a 26 foot-wide fire access lane. The Project would be designed to allow safe and convenient access for servicing, fire protection and required off-street parking. The Riverside County Fire Department (RCFD) would review the Project for access requirements concerning minimum roadway width, access roads, fire lanes, signage, access devices and gates, and access walkways, among other requirements, which would enhance emergency access to the Project site. Following compliance

with RCFD access requirements, adequate emergency access to the Project Sites would be provided. Project impacts concerning emergency access would be less than significant and no mitigation is required.

Mitigation Measures

No mitigation measures are required.

4.13.6 Cumulative Impacts

Transportation-related impacts associated with the Project and nearby cumulative projects may overlap and result in temporary traffic impacts to local roadways. However as concluded above, the Project would not result in significant traffic related impacts resulting from conflicts with regional and local transportation plans or policies. As concluded above, the Project would be consistent with applicable regional and local plans or policies such as mitigating traffic impacts and achieving acceptable LOS and minimize idling times and VMT to conserve resources, protect air quality, and limit greenhouse gas emissions. With the implementation of the recommended improvements (i.e., fee programs, and fair share payments), all study intersections/segments are expected to operate at or above the minimum acceptable LOS standard. The Project effect on VMT was discussed under Impact 4.13-2 for a Cumulative scenario and found that the plus project VMT per Employee is lower than the no project condition, in all analysis scenarios including Cumulative (year 2045), and therefore, the Project would have a less than significant impact. Cumulative development projects would also be required to reduce transportation-related impacts on the local circulation system and implement any required measures that may be prescribed as conditions of approval by the City. Therefore, the Project contribution to impacts in these regards would be less than significant.

4.13.7 Significant Unavoidable Impacts

No significant unavoidable impacts were identified.

4.13.8 References

City of Menifee. 2013. *General Plan Circulation Element*. Available at:

<https://www.cityofmenifee.us/863/Circulation-Element> (accessed February 2024).

Kimley-Horn and Associates. (2023). *Traffic Study*. (**Appendix K1**)

Kimley-Horn and Associates. (2023). *SB 743 VMT Analysis*. (**Appendix K2**)

RTA. ND. *Short Range Transit Plan FY 22 – FY 24*. Retrieved

from:<https://www.riversidetransit.com/images/DOWNLOADS/PUBLICATIONS/SRTPS/FY2022-2024%20SRTP.pdf>.

4.14 TRIBAL CULTURAL RESOURCES

4.14.1 Introduction

This section identifies and analyzes the Tribal Cultural Resources (TCRs) impacts associated with the development of the Compass Northern Gateway (Project). The Project is comprised of three detached sites referred to as “Project Site 1,” “Project Site 2,” and “Project Site 3,” but when not referring to each site separately, these three sites will be referred to hereafter as the “Project” or “Project Sites.” Since the release of the Notice of Preparation (NOP) on January 13, 2023, the Project’s design has changed. More specifically, APN 330-180-029 was removed from Project Site 1, and thus reduced the total proposed buildings from three to two, totaling 234,921 square feet (SF). However, to be conservative, this EIR (where applicable) analyzes the previous square footage of 265,821 SF between three buildings.

Historically, the term “cultural resources” encompassed archaeological, historical, paleontological, and tribal cultural resources, including both physical and intangible remains, or traces left by historic or prehistoric peoples. TCRs refer to either a site, feature, place, cultural landscape, that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California native American tribe.

Information in this section is based primarily on the following source, found in Appendix D:

- BCR Consulting LLC, (June 8, 2023). Phase I Cultural Resources Assessments (CRAs), Compass Northern Gateway Project, City of Menifee, Riverside County, California (**Appendix D**), for the following sites:
 - *Project Site 1 (Corsica Lane - APNs: 330-180-010, -046, -029, and -006), DEV2022-010*
 - *Project Site 2 (Wheat Street – APN: 330-180-012), DEV2022-012*
 - *Project Site 3 (Evans Road – APN: 331-060-018), DEV2022-018*
- Additional resource information was obtained from available public resources, including among others, the City of Menifee (City) General Plan (Menifee GP).

4.14.2 Environmental Setting

See **Section 4.4: Cultural Resources** for the Historic Setting and refer to see **Appendix D** for prehistoric context.

Ethnographic Setting¹

Project Site 1, 2, and 3

The Project Sites are situated within the traditional boundaries of the Luiseño and the Cahuilla. Each of these groups belongs to the Cupan group of the Takic subfamily of languages. Like other Native American groups in southern California, they practiced semi-nomadic hunter-gatherer subsistence strategies and

¹ Phase I Cultural Resources Assessment. **Appendix D**.

commonly exploited seasonably available plant and animal resources. Spanish missionaries were the first outsiders to encounter these groups during the late 18th century.

Luiseño. Typically, the native culture groups in southern California are named after nearby Spanish missions, and such is the case for this population. For instance, the term “Luiseño” is applied to the natives inhabiting the region within the “ecclesiastical jurisdiction of Mission San Luis Rey . . . [and who shared] an ancestral relationship which is evident in their cosmogony, and oral tradition, common language, and reciprocal relationship in ceremonies”. The first written accounts of the Luiseño are attributed to the mission fathers; later documentation was produced by Sparkman, Oxendine and others. Prior to Spanish occupation of California, the territory of the Luiseño extended along the coast from Agua Hedionda Creek to the south, Aliso Creek to the northwest, and the Elsinore Valley and Palomar Mountain to the east. These territorial boundaries were somewhat fluid and changed through time. They encompassed an extremely diverse environment that included coastal beaches, lagoons and marshes, inland river valleys and foothills, and mountain groves of oaks and evergreens.

Cahuilla. The Cahuilla are generally divided into three groups: Desert Cahuilla, Mountain Cahuilla, and Western (or Pass) Cahuilla. The term Western Cahuilla is preferred over Pass Cahuilla because this group is not confined to the San Geronio Pass area. The distinctions are believed to be primarily geographic, although linguistic and cultural differences may have existed to varying degrees. Cahuilla territory lies within the geographic center of Southern California and the Cocopa-Maricopa Trail, a major prehistoric trade route, ran through it. The first written accounts of the Cahuilla are attributed to mission fathers; later documentation was by Strong, Bright, and others.

Native American Coordination

Project Site 1, 2, and 3

In compliance with Public Resource Code (PRC) § 21080.3.1(b), formal notification has been provided to California Native American tribal representatives which may have interest in projects within the geographic area traditionally and culturally affiliated with the tribe. Native American groups may have knowledge about cultural resources in the area and may have concerns about adverse effects from development on tribal cultural resources as defined in PRC § 21074. The Native American Heritage Commission (NAHC) was contacted in February 2023, for a review of the Sacred Land File (SLF) search. The NAHC responded on February 28, 2023, and recommended that 21 individuals from Native American tribal groups be contacted to elicit information regarding cultural resource issues related to the Project. In accordance with Assembly Bill (AB) 52 the City of Menifee requested formal tribal consultation with tribes for Project Site 1 on April 6, 2022; for Project Site 2 on April 28, 2022; and for Project Site 3 on July 26, 2022. The following tribes were contacted for consultation: Agua Caliente Band of Cahuilla Indians (ACBCI), Pechanga Band of Indians (Pechanga Tribe), Rincon Band of Luiseño Indians (Rincon Band), and the Soboba Band of Luiseño Indians.

Additionally, as part of the Phase I Cultural Resource Assessments (**Appendix D**), a Tribal Scoping was conducted, and the NAHC was contacted February 2023, for a review of the SLF search. The objective of the SLF search was to determine if the NAHC had any knowledge of Native American cultural resources (e.g., traditional use or gathering area, place of religious or sacred activity, etc.) within the immediate

vicinity of the Project area. The NAHC responded on February 28, 2023, stating that the SLF was completed with negative results. However, NAHC noted that the absence of specific site information in the SLF does not indicate the absence of cultural resources within the Project area. As of June 2023, no additional responses to these notifications have been received.

Refer to **Section 4.14.5: Impacts and Mitigation Measures**, below for results of the tribal consultation and scoping communications.

4.14.3 Regulatory Setting

Federal

National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA) (54 USC 300101 et seq.) is legislation intended to preserve historical and archaeological sites in the United States of America. The act created the National Register of Historic Places (NRHP), the list of National Historic Landmarks, and the State Historic Preservation Officers (SHPO). Among other things, the act requires federal agencies to evaluate the impact of all federally funded or permitted projects on historic properties (buildings, archaeological sites, etc.) through a process known as “Section 106 Review.”

National Register of Historic Places

Developed in 1981, pursuant to Title 36 Code of Federal Regulations § 60, the NRHP provides an authoritative guide to be used by federal, state, and local governments, private groups and citizens to identify the nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment. It should be noted that the listing of a private property on the NRHP does not prohibit any actions which may otherwise be taken by the property owner with respect to the property. The listing of sites in California to the NRHP is initiated through an application submitted to the State Office of Historical Preservation. Applications deemed suitable for potential consideration are handled by the SHPO. All NRHP listings for sites in California are also automatically added to the California Register of Historical Resources (CRHR) by the State of California. The listing of a site on the NRHP does not generally result in any specific physical protection. Among other things, however, it does create an additional level of CEQA (and NEPA, the National Environmental Protection Act) review to be satisfied prior to the approval of any discretionary action occurring that might adversely affect the resource.

American Indian Religious Freedom Act

This American Indian Religious Freedom Act became law in 1978 (Public Law 95-341, 42 USC 1996) to protect and preserve for American Indians their inherent right of freedom to believe, express and exercise their traditional religions. These religious rights extend to, but are not limited to, access to sites, use and possession of sacred objects and the freedom to worship through ceremonies and traditional rites.

Under this regulation, federal agencies and departments are charged with evaluating their policies and procedures in consultation with native traditional religious leaders in order to eliminate interference with the free exercise of native religion. Agencies must determine and make appropriate changes necessary to

protect and preserve Native American religious cultural rights and practices, and to accommodate access to and use of religious sites “to the extent that the use is practicable and not inconsistent with an agency’s essential functions.” The intent is to protect Native Americans’ First Amendment right to “free exercise” of religion.

Native American Graves Protection and Repatriation Act

Enacted in 1990 under Title 25 USC § 3001, the Native American Graves Protection and Repatriation Act (NAGPRA) describes the rights of Native American lineal descendants, Indian Tribes and Native Hawaiian organizations with respect to treatment, repatriation, and disposition of Native American cultural items for which they can show a relationship of lineal descent or cultural affiliation. The statute also requires federal agencies and museums receiving federal funds to inventory holdings of Native American human remains and funerary objects and provide written summaries of other cultural items. In an attempt to recognize the religious and cultural significance of such sites and to protect their sacred integrity, it also provides for greater protection of Native American burial sites and more careful control over the removal of Native American human remains, funerary objects, sacred objects, and items of cultural patrimony on federal and tribal lands.

National Park Service – National Register Bulletin 38

National Park Service has prepared guidelines to assist in the documentation of Traditional Cultural Properties (TCPs) by public entities. The Bulletin is intended to be an aid in determining whether properties have traditional cultural significance and if they are eligible for inclusion in the NRHP. It is also intended to assist federal agencies, SHPOs, Certified Local Governments, tribes, and other historic preservation practitioners who need to evaluate such properties when considering their eligibility for the NRHP as part of the review process prescribed by the Advisory Council on Historic Preservation (ACHP).

TCPs are a broad group of places that can include:

- location associated with the traditional beliefs of a Native American group about its origins, its cultural history, or the nature of the world;
- rural community whose organization, buildings and structures, or patterns of land use reflect the cultural traditions valued by its long-term residents;
- an urban neighborhood that is the traditional home of a particular cultural group, and that reflects its beliefs and practices;
- location where Native American religious practitioners have historically gone, and are known or thought to go today, to perform ceremonial activities in accordance with traditional cultural rules of practice; and
- location where a community has traditionally carried out economic, artistic, or other cultural practices important in maintaining its historic identity.

State

California Register of Historical Resources (Public Resource Code § 5024.10 et seq.)

Created in 1992 and implemented in 1998, the CRHR is “an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state’s historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change” (CEQA Statutes § 5024.1). Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks (CHL) numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest (PHI) program, identified as significant in historical resources surveys or designated by local landmarks programs, may be nominated for inclusion in the CRHR. A resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the State Historical Resources Commission determines that it meets one or more of the following criteria, which are modeled on NRHP criteria:

- Criterion 1: It is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.
- Criterion 2: It is associated with the lives of persons important in our past.
- Criterion 3: It embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of an important creative individual; or possesses high artistic values.
- Criterion 4: It has yielded, or may be likely to yield, information important in history or prehistory.

Under CEQA Statutes § 5024.1 and 14 California Code of Regulations (CEQA Guidelines) § 4852(c), a cultural resource must retain integrity to be considered eligible for the CRHR. Specifically, it must retain sufficient character or appearance to be recognizable as a historical resource and convey reasons of significance. Integrity is evaluated with regard to retention of such factors as location, design, setting, materials, workmanship, feeling, and association. Cultural sites that have been affected by ground-disturbing activities, such as agricultural activities and off-road vehicle use (both of which occur within the Project site), often lack integrity because they have been directly damaged or removed from their original location, among other changes.

Typically, a prehistoric archaeological site in California is recommended eligible for listing in the CRHR based on its potential to yield information important in prehistory or history (Criterion 4). Important information includes chronological markers such as projectile point styles or obsidian artifacts that can be subjected to dating methods or undisturbed deposits that retain their stratigraphic integrity. Sites such as these have the ability to address research questions.

CRHR Criteria

For purposes of CEQA, a historical resource is any object, building, structure, site, area, place, record, or manuscript listed in or eligible for listing in the CRHR (CEQA Statutes § 21084.1). A resource is eligible for listing in the CRHR if it meets any of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history.

The CEQA Guidelines further provides that cultural resources of local significance are CRHR-eligible (Title 14 CEQA Guidelines, § 4852).

California Government Codes (Related to Native American Heritage)

Section 7927.000 (formerly § 6254(r)) of the California Government Codes (CGC) exempts from disclosure public records of Native American graves, cemeteries and sacred places maintained by the NAHC. Pursuant to Senate Bill (SB) 18, CGC § 65351 specifies how local planning agencies should provide opportunities for involvement of California Native American tribes to consult on the preparation or amendment of general plans. In particular, CGC § 65352 requires local planning agencies to refer proposed actions of general plan adoption or amendment to California Native American tribes on the contact list maintained by the NAHC and others, with a 45-day opportunity for comments. In regard to historical properties, CGC §§ 25373 and 37361 allow city and county legislative bodies to acquire property for the preservation or development of a historical landmark. It also allows local legislative bodies to enact ordinances to provide special conditions or regulations for the protection or enhancement of places or objects of special historical or aesthetic interest or values. Lastly, CGC §§ 50280-50290 implement the Mills Act which allows the negotiation of historical property contracts between a private property owner of a “qualified historical property” and provides additional guidelines for such contracts.

California Health and Safety Code (§§ 7050.5, 7051, and 7054)

Sections 7050.5, 7051, and 7054 of the California Health and Safety Code collectively address the illegality of interference with human burial remains (except as allowed under applicable sections of the CEQA Statutes), as well as the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project, treatment of the remains prior to, during and after evaluation, and reburial procedures.

Public Resources Code § 5097 (Related to Cultural Resources)

California CEQA Statutes § 5097 addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project; and establishes the California NAHC to resolve disputes regarding the disposition of such remains. It has been incorporated into § 15064.5(e) of the CEQA Guidelines.

CEQA Statutes §§ 5097.9 through 5097.991 establish that no public agency or private party using or occupying public property (or operating under a public license, permit, grant, lease, or contract made after July 1, 1977) shall in any manner interfere with the free expression or exercise of Native American religion as provided in the U.S. Constitution and the California Constitution. It also prohibits such agencies and parties from causing severe or irreparable damage to any Native American sanctified cemetery, place of worship, religious or ceremonial site or sacred shrine located on public property, except on a clear and convincing showing that the public interest and necessity so require it.

These sections also establish the state's NAHC. The NAHC is tasked with working to ensure the preservation and protection of Native American human remains, associated grave goods and cultural resources. Towards this end, the NAHC has a strategic plan for assisting the public, development communities, local and federal agencies, educational institutions, and California Native Americans to better understand problems relating to the protection and preservation of cultural resources and to serve as a tool to resolve these problems. In 2006, CEQA Statutes §§ 5097.91 and 5097.98 were amended by AB 2641 to authorize the NAHC to bring legal action when necessary to prevent damage to Native American burial grounds or places of worship. It also established more specific procedures to be implemented in the event that Native American remains are discovered.

Human Remains

According to § 15064.5 of the CEQA Guidelines, all human remains are a significant resource. This section also assigns special importance to human remains and specifies procedures to be used when Native American remains are discovered. These procedures are discussed within CEQA Statutes § 5097.

Native American Heritage Commission

The NAHC, created by statute in 1976 (Chapter 1332, Statutes of 1976), is a nine-member body, appointed by the Governor, that identifies and catalogs cultural resources (i.e., places of special religious or social significance to Native Americans, as well as known graves and cemeteries of Native Americans on private lands) in California. The Commission is charged with preserving and ensuring accessibility of sacred sites and burial locations, the disposition of Native American human remains and burial items, maintaining an inventory of Native American sacred sites located on public lands (i.e., Sacred Lands File), and reviewing current administrative and statutory protections related to these sacred sites. This includes administering the California Native American Graves Protection and Repatriation Act (CalNAGPRA), among many other powers and duties. State Historic Preservation Office

SHPO (or Office of Historic Preservation [OHP]) is a state governmental function created by the federal government in 1966 under Section 101 of the NHPA. SHPO administers the NRHP, the CRHR, the CHL, and the California PHI programs. The purposes of a SHPO include surveying and recognizing historic properties, reviewing nominations for properties to be included in the NRHP, reviewing undertakings for the impact on the properties as well as supporting federal organizations, state and local governments, and private sector. SHPO maintains the California Historical Resources Information System (CHRIS), which includes the statewide Historical Resources Inventory database.

California State Historical Landmarks

CHLs are buildings, structures, sites, or places that have been determined to have statewide historical significance and meet specific criteria. The resource must also be approved for designation by the county or local jurisdiction, be recommended by the State Historical Resources Commission, and be officially designated by California State Parks. California Historical Landmarks are automatically listed in the CRHR.

California Points of Historical Interest

California PHI are sites, buildings, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific, technical, religious, experimental, or other value.

Native American Heritage Commission

CEQA Statutes § 5097.91 established the NAHC, the duties of which include inventorying places of religious or social significance to Native Americans and identifying known graves and cemeteries of Native Americans on private lands. CEQA Statutes § 5097.98 specifies a protocol to be followed when the NAHC receives notification of a discovery of Native American human remains from a county coroner.

California Public Records Act

Section 7927.000 and § 7927.005 of the California Public Records Act (CGC § 7920.000 et seq.) were enacted to protect archaeological sites from unauthorized excavation, looting, or vandalism. Section 7927.000 explicitly authorizes public agencies to withhold information from the public relating to “Native American graves, cemeteries, and sacred places and records of Native American places, features, and objects . . . maintained by, . . . the Native American Heritage Commission . . .” Section 6254.10 specifically exempts from disclosure requests for “records that relate to archaeological site information and reports maintained by, or in the possession of, the Department of Parks and Recreation, the State Historical Resources Commission, the State Lands Commission, the [NAHC], another state agency, or a local agency, including the records that the agency obtains through a consultation process between a California Native American tribe and a state or local agency.”

Assembly Bill 52

Signed into law in September 2014, California AB 52 created a new class of resources – tribal cultural resources – for consideration under CEQA. Tribal cultural resources may include sites, features, places, cultural landscapes, sacred places, or objects with cultural value to a California Native American tribe that are listed or determined to be eligible for listing in the CRHR, included in a local register of historical resources, or a resource determined by the lead CEQA agency, in its discretion and supported by substantial evidence, to be significant and eligible for listing on the CRHR. AB 52 requires that the lead CEQA agency consult with California Native American tribes that have requested consultation for projects that may affect tribal cultural resources. The lead CEQA agency shall begin consultation with participating Native American tribes prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report. Under AB 52, a project that has potential to cause a substantial adverse change to a tribal cultural resource constitutes a significant effect on the environment unless mitigation reduces such effects to a less than significant level.

California Native American Graves Protection and Repatriation Act

Enacted in 2001, the California NAGPRA (California Repatriation Act), requires all state agencies and museums that receive state funding and that have possession or control over collections of human remains or cultural items, as defined, to complete an inventory and summary of these remains and items on or before January 1, 2003, with certain exceptions. The California Repatriation Act also provides a process for the identification and repatriation of these items to the appropriate Native American tribe(s).

Local

City of Menifee General Plan

Open Space and Conservation Element

This Element provides policy direction for the City's parks and open space areas, recreational trails, and the conservation, development, and utilization of the city's natural resources, while also preserving and protecting the numerous nonrenewable and unique cultural and historic resources located within the city.

Goal OSC-5 **Archaeological, historical, and cultural resources are protected and integrated into the city's built environment.**

Policy OSC-5.1 Preserve and protect archaeological and historic resources and cultural sites, places, districts, structures, landforms, objects and native burial sites, traditional cultural landscapes and other features, consistent with state law and any laws, regulations or policies which may be adopted by the city to implement this goal and associated policies.

Policy OSC-5.3 Preserve sacred sites identified in consultation with the appropriate Native American tribes whose ancestral territories are within the city, such as Native American burial locations, by avoiding activities that would negatively impact the sites, while maintaining the confidentiality of the location and nature of the sacred site.

Policy OSC-5.4 Establish clear and responsible policies and best practices to identify, evaluate, and protect previously unknown archaeological, historic, and cultural resources, following applicable CEQA and NEPA procedures and in consultation with the appropriate Native American tribes who have ancestral lands within the city.

Policy OSC-5.5 Develop clear policies regarding the preservation and avoidance of cultural resources located within the city, in consultation with the appropriate Native American tribes who have ancestral lands within the city.

4.14.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G has been used as significance criteria in this section. Accordingly, the Project may have a significant environmental impact if one or more of the following occurs:

- Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is

geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k), or
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Methodology and Assumptions

The Project is evaluated against the aforementioned significance criteria/thresholds as the basis for determining the impact's level of significance concerning tribal cultural resources. This analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impacts. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the potentially significant environmental impacts.

Approach to Analysis

This analysis of impacts on tribal cultural resources examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. Each criterion is discussed in the context of the Project site and the surrounding characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on field reconnaissance conducted by BCR Consulting, LLC; review of Project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that any components of the Project may result in "substantial" adverse effects on tribal cultural resources considers the existing site's resource value and the severity of the Project implementation on resources that may be considered significant tribal cultural resources.

4.14.5 Impacts and Mitigation Measures

Impact 4.14-1 ***Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:***

- i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k), or***

- ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

Level of Significance: Less Than Significant

Project Sites 1, 2, and 3

AB 52 specifies that a project that may potentially cause a substantial adverse change to a defined TCR may result in a significant effect on the environment. Furthermore, AB 52 requires tribes interested in development projects within a traditionally and culturally affiliated geographic area to notify a lead agency of such interest and to request notification of future projects subject to CEQA prior to determining if a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. The lead agency is then required to notify the tribe within 14 days of deeming a development application subject to CEQA complete to notify the requesting tribe as an invitation to consult on the project. AB 52 identifies examples of mitigation measures that will avoid or minimize impacts to a TCR. The bill makes the above provisions applicable to projects that have a notice of preparation or a notice of intent to adopt a negative declaration/mitigated negative declaration or environmental impact report circulated on or after July 1, 2015. AB 52 amends § 5097.94 and adds §§ 21073, 21074, 2108.3.1., 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 to the California PRC, relating to Native Americans.

Corsica Lane (APNs: 330-180-006; 010; and 046)

Based on the City's prior experience with and written request from potentially interested Tribes, AB 52 Notices were sent to the following Tribes on April 6, 2022:

- Pechanga Band of Indians
- Soboba Band of Luiseño Indians
- Rincon Band of Luiseño Indians
- Agua Caliente Band of Cahuilla Indians

On April 22, 2022, the Pechanga Tribe responded, requesting to begin consultation under AB 52 for the Project. The Pechanga Tribe asserted that the Project area is part of 'Atáaxum (Luiseño), and therefore, the Tribe's aboriginal territory as evidenced by the existence of cultural features associated with religious practice and an extensive artifact record in the vicinity of the Project. This culturally sensitive area is affiliated with the Pechanga Tribe because of the cultural ties to this area as well as Pechanga Tribe's extensive history with the City and other projects within the area. During consultation, the Pechanga Tribe stated that they would provide more specific, confidential information on potential TCRs that may be impacted by the Project. The Pechanga Tribe requested continuation of the consultation process and requested archaeological, geotechnical, and conceptual grading plans. The City provided the Pechanga Tribe with the requested materials. This letter concluded their consultation efforts.

On May 6, 2022, the ACBCI responded. Ms. Arysa Gonzalez Romero noted that the Project is not located within the boundaries of the ACBCI reservation. However, it is within the Tribe's Traditional Use Area. For

this reason, the ACBCI Tribal Historic Preservation Office requests a cultural resources inventory of the Project area by a qualified archaeologist prior to any development activities in this area; a copy of the records search with associated survey reports and site records from the information center; and copies of any cultural resource documentation (report and site records) generated in connection with the Project. The City provided the ACBCI Tribe with the requested materials. This letter concluded their consultation efforts.

On May 17, 2022, the Rincon Band responded. Ms. Cheryl Madrigal noted that the identified Project is within the Tribe's Traditional Use Area of the Luiseño people. As such, the Rincon Band is traditionally and culturally affiliated to the Project area. Therefore, the Rincon Band requests copies of existing documents pertaining to the Project such as the cultural survey including the archaeological site records, archaeological record search results, geotechnical report, and the grading plans. The City provided the Rincon Band with the requested materials. This letter concluded their consultation efforts.

Wheat Street (APN: 330-180-012)

Based on the City's prior experience with and written request from potentially interested Tribes, AB 52 Notices were sent to the following Tribes on April 28, 2022:

- Pechanga Band of Indians
- Soboba Band of Luiseño Indians
- Rincon Band of Luiseño Indians
- Agua Caliente Band of Cahuilla Indians

On May 13, 2022, the Pechanga Tribe responded, requesting to begin consultation under AB 52 for the Project. The Pechanga Tribe asserted that the Project area is part of 'Atáaxum (Luiseño), and therefore, the Tribe's aboriginal territory as evidenced by the existence of cultural features associated with religious practice and an extensive artifact record in the vicinity of the Project. This culturally sensitive area is affiliated with the Pechanga Tribe because of the cultural ties to this area as well as Pechanga Tribe's extensive history with the City and other projects within the area. During consultation, the Pechanga Tribe stated that they would provide more specific, confidential information on potential TCRs that may be impacted by the Project. The Pechanga Tribe requested continuation of the consultation process and requested archaeological, geotechnical, and conceptual grading plans. The City provided the Pechanga Tribe with the requested materials. Because the Pechanga Tribe had no further comments, consultation is found to be concluded.

On May 20, 2022, the Rincon Band responded. Ms. Cheryl Madrigal noted that the identified Project is within the Traditional Use Area of the Luiseño people and within the Rincon Band's specific Area of Historic Interest. As such, the Rincon Band is traditionally and culturally affiliated to the Project area. Therefore, the Rincon Band requests copies of existing documents pertaining to the Project such as the cultural survey including the archaeological site records, archaeological record search results, geotechnical report, biological report, and the grading plans. The City provided the Rincon Band with the requested materials. This letter concluded their consultation efforts.

On May 27, 2022, the ACBCI responded. Ms. Arysa Gonzalez Romero noted that the Project is not located within the boundaries of the ACBCI reservation. However, it is within the Tribe's Traditional Use Area. For this reason, the ACBCI Tribal Historic Preservation Office requests a cultural resources inventory of the Project area by a qualified archaeologist prior to any development activities in this area; a copy of the records search with associated survey reports and site records from the information center; and copies of any cultural resource documentation (report and site records) generated in connection with the Project. The City provided the ACBCI Tribe with the requested materials. This letter concluded their consultation efforts.

Ethanac Road (APN: 331-060-018)

Based on the City's prior experience with and written request from potentially interested Tribes, AB 52 Notices were sent to the following Tribes on July 26, 2022:

- Pechanga Band of Indians
- Soboba Band of Luiseño Indians
- Rincon Band of Luiseño Indians
- Agua Caliente Band of Cahuilla Indians

On August 12, 2022, the ACBCI responded. Ms. Arysa Gonzalez Romero noted that the Project is not located within the boundaries of the ACBCI reservation. However, it is within the Tribe's Traditional Use Area. For this reason, the ACBCI Tribal Historic Preservation Office requests a copy of the records search with associated survey reports and site records from the information center and copies of any cultural resource documentation (report and site records) generated in connection with this Project. The City provided the ACBCI Tribe with the requested materials. This letter concluded their consultation efforts.

On August 16, 2022, the Pechanga Tribe responded, requesting to begin consultation under AB 52 for the Project. The Pechanga Tribe asserted that the Project area is part of 'Atáaxum (Luiseño), and therefore, the Tribe's aboriginal territory as evidenced by the existence of cultural features associated with religious practice and an extensive artifact record in the vicinity of the Project. This culturally sensitive area is affiliated with the Pechanga Tribe because of the cultural ties to this area as well as Pechanga Tribe's extensive history with the City and other projects within the area. During consultation, the Pechanga Tribe stated that they would provide more specific, confidential information on potential TCRs that may be impacted by the Project. The Pechanga Tribe requested continuation of the consultation process and requested archaeological, geotechnical, and conceptual grading plans. The City provided the Pechanga Tribe with the requested materials. This letter concluded their consultation efforts.

Based on consultation with local tribes, Standard Conditions of Approval (COA)-CUL-1 through COA-CUL-8 (see **Section 4.4: Cultural Resources**) would ensure that any impacts to potential tribal cultural resources would be less than significant.

Mitigation Measures

No mitigation is required.

4.14.6 Cumulative Impacts

For purposes of cumulative impact analysis to cultural and tribal resources, the geographic context for cumulative analysis is regional and considers both direct and indirect impacts over a wide area. However, the discussion is focused on the Projects potential for resulting in site-specific impact that could contribute to a cumulative loss. Accordingly, impacts are site-specific and not generally subject to cumulative impacts unless multiple projects impact a common resource, or an affected resource extends off-site, such as a historic townsite or district. With this consideration, the cumulative analyses for historical, archaeological, and tribal cultural resources considers whether the Project, in combination with the past, present, and reasonably foreseeable projects, could cumulatively affect any common cultural or paleontological resources.

As discussed above, the NAHC determined that there are no known Native American cultural resources within the immediate Project site. However, the potential exists for undiscovered tribal cultural resources to be adversely impacted during groundbreaking activities. In the event that a potential tribal cultural resource is found, the Project would implement the previously discussed Standard Conditions of Approval that would minimize/avoid further damage to the found tribal resource. Therefore, Project impacts would be reduced to a less than significant level.

In addition, future cumulative development projects have the potential to encounter/adversely affect tribal cultural resources. Potential tribal cultural resource impacts associated with other project development would be site-specific and would undergo individually environmental and design review pursuant to CEQA in order to evaluate potential impacts. The combination of the Project as well as past, present, and reasonably foreseeable projects in the City would be required to comply with all applicable state, federal, and local regulations concerning preservation, salvage, or handling of cultural and paleontological resources, including compliance with Standard Conditions of Approval. This also includes project-by-project consultation with the appropriate tribal representatives to discuss mitigation measures/Standard Conditions of Approval that would be included to minimize/avoid impacts to tribal cultural resources. In addition, implementation of the proposed Standard Conditions of Approvals would reduce Project-specific impacts to a less than significant level. Therefore, the Project's contribution to cumulative impacts would be less than significant.

4.14.7 Significant Unavoidable Impacts

There are no unavoidable significant impacts with respect to Tribal Cultural Resources.

4.14.8 References

BCR Consulting LLC, (June 8, 2023). Phase I Cultural Resources Assessments, Compass Northern Gateway Project, City of Menifee, Riverside County, California (**Appendix D**), for the following sites:

Project Site 1 (Corsica Lane - APNs: 330-180-010, -046, -029, and -006), DEV2022-010

Project Site 2 (Wheat Street – APN: 330-180-012), DEV2022-012

Project Site 3 (Evans Road – APN: 331-060-018), DEV2022-018

City of Menifee. 2013. *General Plan Open Space & Conservation Element*. Available at: <https://www.cityofmenifee.us/250/Open-Space-Conservation-Element>.

4.15 UTILITIES AND SERVICE SYSTEMS

4.15.1 Introduction

This section of the Draft Environmental Impact Report (EIR) evaluates potential impacts of the Compass Northern Gateway (Project) on utilities and service systems by identifying anticipated demand and evaluating its relationship to existing and planned utilities services facilities and availability for the Project. The Project is comprised of three detached sites referred to as “Project Site 1,” “Project Site 2,” and “Project Site 3,” but when not referring to each site separately, these three sites will be referred to hereafter as the “Project” or “Project Sites.” Since the release of the Notice of Preparation (NOP) on January 13, 2023, the Project’s design has changed. More specifically, APN 330-180-029 was removed from Project Site 1, and thus reduced the total proposed buildings from three to two, totaling 234,921 square feet (SF). However, to be conservative, this EIR (where applicable) analyzes the previous square footage of 265,821 SF between three buildings.

For abbreviation purposes, the general term “utilities and service systems” in this EIR includes the following: water, sewer, stormwater, electricity and natural gas, and solid waste. The majority of the information for this section is derived from the City of Menifee (City) General Plan (Menifee GP), Eastern Municipal Water District (EMWD) 2020 Urban Water Management Plan, and following technical report located in **Appendix L: Utilities and Service System Report** following:

- EMWD. (2022). Water and Sewer Will Serve Letters. (**Appendix L**)
- Eastern Municipal Water District. (2020). Urban Water Management Plan.

4.15.2 Environmental Setting

Water

Eastern Municipal Water District

EMWD provides potable water, wastewater, and recycled water service to the City. EMWD has a service area of approximately 555 square miles in western Riverside County and provides water utility service to a population of over 859,000 people. EMWD prepares an Urban Water Management Plan (UWMP) every five years, which identifies historical and projected water usage and existing and future water supply sources and describes how water demands during normal, dry, and multiple dry years would be met. EMWD owns and operates two desalination plants that convert brackish groundwater from the West San Jacinto Basin into potable water. In addition to the potable water system, EMWD maintains a regional recycled water system that provides tertiary-treated recycled water to customers for agricultural, landscape irrigation, environmental, and industrial use. The recycled water system consists of four Regional Water Reclamation Facilities and several storage ponds spread throughout EMWD’s service area that are all connected through a network of pipelines in order to manage the delivery of recycled water.¹ EMWD provides wastewater services to approximately 239,000 customers within its service area and

¹ EMWD. 2021. *EMWD 2020 Urban Water Management Plan*. Retrieved from: https://www.emwd.org/sites/main/files/file-attachments/urbanwatermanagementplan_0.pdf?1625160721 (accessed March 2024).

currently treats approximately 43 million gallons per day of wastewater at its four active regional water reclamation facilities through 1,813 miles of sewer pipelines.²

In accordance with requirements of Water Code Section 10610 through 10656 of the Urban Water Management Planning Act, EMWD prepared an Urban Water Management Plan (UWMP). The UWMP provided current water supplies for 2020 as well as projected supplies for consecutive five-year periods between 2025 and 2045. **Table 4.15-1: Total Retail and Wholesale Water Supply (AFY)**, below shows the volumes from each of the respective sources in acre-feet per year (AFY).

Additionally, EMWD also provides anticipated water supplies for a normal year, single dry year, multiple dry years. The UWMP plan developed for the EMWD performed these calculations, which are shown in **Table 4.15-2: Normal Year Supply and Demand Comparison**, **Table 4.15-3: Single Dry Year Supply and Demand Comparison**, and **Table 4.15-4: Multiple Dry Years Supply and Demand Comparison**.

Table 4.15-1: Total Retail and Wholesale Water Supply (AFY)

Supply	2020	2025	2030	2035	2040	2045
Retail						
Purchased/Imported Water	65,577	66,447	72,147	70,247	74,747	78,847
Groundwater	11,785	18,753	18,753	18,753	18,753	18,753
Desalinated Groundwater	7,310	13,400	13,400	13,400	13,400	13,400
Recycled Water	39,642	43,330	49,020	54,500	59,800	61,100
Other	0	4,000	4,000	12,000	12,000	12,000
Total Retail Supply	124,314	145,930	157,320	168,900	178,700	187,100
Wholesale						
Purchased/Imported Water	36,384	58,200	52,400	54,400	56,700	58,800
Recycled Water	1,285	4,770	5,180	5,600	5,600	5,600
Total Wholesale Supply	37,669	62,970	57,580	60,000	62,300	64,400
Total Water Supply	161,983	208,900	214,900	228,900	241,00	251,500

Source: EMWD. 2020 UWMP, Tables 6-8 and 6-9. Retrieved at: https://www.emwd.org/sites/main/files/file-attachments/appb_dwrstandardizeduwmpa_0.pdf?1625160758 (accessed March 2024).

Table 4.15-2: Normal Year Supply and Demand Comparison

	2025	2030	2035	2040	2045
Retail					
Supply Totals	145,930	157,320	168,900	178,700	187,100
Demand Totals	145,930	157,320	168,900	178,700	187,100
Difference	0	0	0	0	0
Wholesale					
Supply Totals	62,970	57,580	60,000	62,300	64,400
Demand Totals	62,970	57,580	60,000	62,300	64,400
Difference	0	0	0	0	0

Source: EMWD. 2020 UWMP, Table 7-2. Retrieved at: https://www.emwd.org/sites/main/files/file-attachments/appb_dwrstandardizeduwmpa_0.pdf?1625160758 (accessed March 2024).

² EMWD. ND. *Wastewater Service*. Available at: <https://www.emwd.org/wastewater-service> (accessed January, 2023).

Table 4.15-3: Single Dry Year Supply and Demand Comparison

	2025	2030	2035	2040	2045
Retail					
Supply Totals	151,130	162,820	174,700	184,700	193,300
Demand Totals	151,130	162,820	174,700	184,700	193,300
Difference	0	0	0	0	0
Wholesale					
Supply Totals	64,770	59,080	61,600	63,600	65,900
Demand Totals	64,770	59,080	61,600	63,600	65,900
Difference	0	0	0	0	0

Source: EMWD. 2020 UWMP, Table 7-3. Retrieved from: https://www.emwd.org/sites/main/files/file-attachments/appb_dwrstandardizeduwmpta_0.pdf?1625160758 (accessed March 2024).

Table 4.15-4: Multiple Dry Years Supply and Demand Comparisons

		2025	2030	2035	2040	2045
Retail						
First Year	Supply Totals	151,130	162,820	174,700	184,700	193,300
	Demand Totals	151,130	162,820	174,700	184,700	193,300
	Difference	0	0	0	0	0
Second Year	Supply Totals	132,700	143,300	153,700	162,500	170,300
	Demand Totals	132,700	143,300	153,700	162,500	170,300
	Difference	0	0	0	0	0
Third Year	Supply Totals	134,900	145,500	155,500	164,100	171,900
	Demand Totals	134,900	145,500	155,500	164,100	171,900
	Difference	0	0	0	0	0
Fourth Year	Supply Totals	137,100	147,600	157,400	165,700	173,500
	Demand Totals	137,100	147,600	157,400	165,700	173,500
	Difference	0	0	0	0	0
Fifth Year	Supply Totals	140,200	150,800	160,000	168,000	175,800
	Demand Totals	140,200	150,800	160,000	168,000	175,800
	Difference	0	0	0	0	0
Wholesale						
First Year	Supply Totals	64,770	59,080	61,600	63,600	65,900
	Demand Totals	64,770	59,080	61,600	63,600	65,900
	Difference	0	0	0	0	0
Second Year	Supply Totals	63,200	59,100	61,400	63,400	65,600
	Demand Totals	63,200	59,100	61,400	63,400	65,600
	Difference	0	0	0	0	0
Third Year	Supply Totals	62,100	59,600	61,800	63,900	66,000
	Demand Totals	62,100	59,600	61,800	63,900	66,000
	Difference	0	0	0	0	0
Fourth Year	Supply Totals	61,000	60,100	62,200	64,300	66,400
	Demand Totals	61,000	60,100	62,200	64,300	66,400
	Difference	0	0	0	0	0
Fifth Year	Supply Totals	59,800	60,600	62,600	64,700	66,900
	Demand Totals	59,800	60,600	62,600	64,700	66,900
	Difference	0	0	0	0	0

Source: EMWD. 2020 UWMP, Table 7-4. Retrieved from: https://www.emwd.org/sites/main/files/file-attachments/appb_dwrstandardizeduwmpta_0.pdf?1625160758 (accessed January 2023).

Roughly 75% of EMWD’s potable water demand is supplied by imported water from the Metropolitan Water District of Southern California (MWD) through the Colorado River Aqueduct and connections to the

State Water Project.³ EMWD will continue to rely on imported water from the MWD as the main source of supply for its retail and wholesale customers, yet recognizes the need to increase local supplies and water conservation to manage supply and demand, MWD has developed dry-year storage through groundwater and surface water reservoirs that help meet dry-year demands. Based on the information provided in MWD's UWMP, MWD has sufficient supply capabilities to meet the expected demands of its member agencies from 2020 through 2045 under normal, historic single-dry, and historic multiple-dry year conditions.⁴

If another multiple-dry year period were to occur over the next five years, MWD could declare an allocation. EMWD is able to respond to a potential allocation through implementation of its Water Shortage Contingency Plan (WSCP) and its balance of carry-over credits in the Hemet/San Jacinto Management Plan Area. EMWD has the ability to meet current and projected water demands through 2045 under normal, historic single-dry and historic multiple-dry year conditions using a combination of imported water from MWD and existing local supply resources.⁵

Stormwater Drainage

EMWD's service area lies within the Santa Ana River and Santa Margarita River Watersheds. The City is 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 small portion of Los Angeles County. The watershed is bounded by the Santa Margarita watershed to the south, on the east by the Salton Sea and Southern Mojave watersheds, and on the north and west by the Mojave and San Gabriel watersheds, respectively. The watershed covers approximately 2,800 square miles, with about 700 miles of rivers and major tributaries. The San Jacinto River originates in the San Jacinto Mountains and flows 42 miles west to Lake Elsinore; however, during flooding and heavy storms, Lake Elsinore overflows into Temescal Creek, which flows northwest and discharges into the Santa Ana River.⁶

Within the City, open drainage channels and underground storm drains larger than 36 inches diameter are operated and maintained by the Riverside County Flood Control and Water Conservation District (RCFCWCD); smaller underground storm drains are operated and maintained by the City Public Works Department.⁷ All three Project sites are located within RCFCWCD Zone 4 which encompasses approximately 733 square miles and includes the cities of Beaumont, Canyon Lake, Hemet, Lake Elsinore, Menifee, Moreno Valley, Murrieta, Perris, Riverside, San Jacinto, and Wildomar.⁸ The Romoland Master Drainage Plan (MDP)-Line A, Stage 3 is located north of the Project sites along Ethanac Road.⁹

³ City of Menifee. 2013. *City of Menifee General Plan Draft EIR. Utilities and Service Systems*. Available at <https://www.cityofmenifee.us/DocumentCenter/View/1117/Ch-05-17-USS?bidId=> (accessed March 2024).

⁴ EMWD. 2021. 2020 UWMP. https://www.emwd.org/sites/main/files/file-attachments/urbanwatermanagementplan_0.pdf?1625160721 (accessed January 2023).

⁵ Ibid.

⁶ City of Menifee. 2013. *City of Menifee General Plan Draft EIR. Utilities and Service Systems*. <https://www.cityofmenifee.us/DocumentCenter/View/1117/Ch-05-17-USS?bidId=> (accessed January 2023).

⁷ Ibid

⁸ RCFCWCD. 2021. *District Zones*. Retrieved from: <https://rcflood.org/district-zones> (accessed October 2023).

⁹ RCFCWCD. ND. *Flood Control – WebMap*. Retrieved from: <https://content.rcflood.org/webmaps/rcfc/> (accessed March 2024).

The RCFCWCD is responsible for the following:

- Identification of flood hazards and problems
- Regulation of floodplains and development
- Regulation of drainage and development
- County watercourse and drainage planning
- Education for flood prevention & safety
- Construction of flood control structures and facilities
- Flood warning and early detection
- Maintenance and operation of completed structures¹⁰

Groundwater Recharge

Groundwater recharge is an important water management practice in California. Groundwater recharge occurs when water seeps into the ground to replenish underground aquifers. Groundwater recharge occurs largely through snowmelt and rainwaters. Impervious surfaces introduced from Project development, such as roofs, streets, and parking lots, could potentially induce runoff and impede infiltration, which could keep water from reaching the aquifer. Any groundwater that might be encountered during Project development is anticipated to be the result of infiltration of surface waters/irrigation waters. Artificial groundwater recharge is the practice of increasing the amount of water that enters the aquifer through human controlled means such as canals, infiltration basins ponds, injection wells, etc. Artificial groundwater recharge is continuously more used where natural sources are insufficient. Many projects now include designs that incorporate detention basin and timed release of runoff to facilitate infiltration. The Project would incorporate underground detention chambers to contain runoff and slowly release runoff via pump and modular wetlands systems for each Drainage Area. Proposed conditions would mimic pre-existing conditions by utilization of the detention chambers and pumps. LOR Geotechnical Group's field investigation and percolation test data indicated that the soils on all three Project sites are not conducive to infiltration and infiltration is not anticipated to occur at other depths due to the amount of silty/clayey fines and dense to very dense soils and hard to very hard bedrock. Therefore, water quality storm water systems would not incorporate on-site infiltration when determining storm water treatment capacity.¹¹

Approximately 20 percent of EMWD's potable (drinking) water demand is supplied by EMWD groundwater wells. The majority of the groundwater produced by EMWD comes from its wells in the Hemet and San Jacinto area. Some of these wells have limited production as a result of the Fruitvale Judgment and Decree. EMWD also has wells in the Moreno Valley, Perris Valley and Murrieta areas.¹² The Project Sites are located within the San Jacinto Groundwater Basin.¹³ According to EMWD, this basin was deemed a high priority basin by the California Department of Water Resources (DWR) but is not critically over drafted. EMWD is the Groundwater Sustainability Agency (GSA) for this basin and is required to

¹⁰ RCFCWCD. 2021. *District Overview*. Retrieved from: <https://rcflood.org/district-overview> (accessed March 2024).

¹¹ PSWQMP (Project sites 1,2 and 3).

¹² EMWD. ND. *Groundwater*. Available at: <https://www.emwd.org/post/groundwater> (accessed January 2023).

¹³ DWR. 2019. *Groundwater Basin Boundary Assessment Tool*. Available at: <https://gis.water.ca.gov/app/bbat/> (accessed January 2023).

develop a Groundwater Sustainability Plan (GSP) by 2022 and implement this plan by 2042. The GSP will document basin conditions and basin management will be based on measurable objectives and minimum thresholds defined to prevent significant and unreasonable impacts to the sustainability indicators defined in the GSP.¹⁴

Recycled Water

EMWD's recycled water system currently receives and treats more than 45 million gallons of wastewater each day at its four operating regional treatment plants. The recycled water system is a completely separate infrastructure than the drinking water systems. The treated water is then distributed throughout the service area, through more than 250 miles of pipeline, 24 pumping facilities, and more than 7,600-acre feet of storage ponds, which store water during the winter months when water demands are lower, so it is readily available for use in the hotter months when demands increase. According to EMWD's Public Map Portal, there is a recycled water main located near the Project sites north of Ethanac Road.¹⁵ Recycled water is used mostly for agricultural purposes, which uses approximately two-thirds of EMWD's recycled water supplies yearly.¹⁶

Conservation

MWD would be able to supply the projected demands through 2045, even under historic single-dry and multiple-dry years. During shortage events, the MWD would implement the Water Supply Allocation Plan (WSAP) to promote a reduction in demand by member agencies. Member agencies are allocated a portion of their anticipated demand with the assurance that a member agency will not see a retail shortage greater than the regional shortage. The WSAP includes adjustments for member agency population growth and investments in local resources. Member agency purchases are not limited under the WSAP, but any amount purchased over a member agency's allocation is charged at a much higher rate.

Solid Waste

Solid waste from Menifee is collected by Waste Management, Inc. (WMI). According to the Menifee GP EIR, solid waste generated by the City is transported by WMI to the El Sobrante Landfill and Badlands Sanitary Landfill for disposal.¹⁷ See **Table 4.15-5: Landfill Information** for further details regarding the landfills.

Natural Gas and Electricity

The Project would be served by Southern California Gas Company (SoCalGas) and Southern California Edison (SCE). Total natural gas supplies available to the gas company are estimated to be 3.875 billion cubic feet per day in 2020.¹⁸ SoCalGas serves 21.8 million consumers through 5.9 million meters in more than 500 communities with its 24,000-square mile service territory through central and southern

¹⁴ EMWD. ND. *Sustainable Groundwater Management Act*. Available at: <https://www.emwd.org/post/sustainable-groundwater-management-act> (accessed January 2023).

¹⁵ EMWD. ND. *Public Map Portal*. Available at: <https://mapportal.emwd.org/> (accessed January 2023).

¹⁶ EMWD. 2022. *Recycled Water System*. Available at: https://www.emwd.org/sites/main/files/file-attachments/recycledwatersystem_englis.pdf?1537295072 (accessed January 2023)

¹⁷ City of Menifee. 2013. *General Plan EIR, Utilities and Service Systems*. Available at: <https://www.cityofmenifee.us/DocumentCenter/View/1117/Ch-05-17-USS?bidId=> (accessed January 2023).

¹⁸ Ibid.

California.¹⁹ There is a high-pressure distribution line along Ethanac Road, north of the Project sites. This is the high-pressure distribution line within closest proximity to all three Project sites. Additionally, there are no transmission lines within close proximity to the Project sites.²⁰

SCE delivers power to 15 million people within its 50,000-square mile service across central, coastal, and southern California. SCE monitors and maintains the electricity system within their service area, which is comprised of 12,635 miles of transmission lines; 91,375 miles of distribution lines (less Streetlight miles); 1,433,336 electric poles; 720,800 distribution transformers; and 2,959 substation transformers.²¹ South of the three Project sites, running east-west between McLaughlin Road and Corsica Lane, is an overhead transmission line. One sub-transmission line runs east-west along McLaughlin Road as well.²²

4.15.3 Regulatory Setting

Federal

Safe Drinking Water Act

The U.S. Environmental Protection Agency (U.S. EPA) administers the Safe Drinking Water Act (SDWA), the primary federal law that regulates the quality of drinking water and establishes standards to protect public health and safety. The Department of Health Services (DHS) implements the SDWA and oversees public water system quality statewide. DHS establishes legal drinking water standards for contaminants that could threaten public health.

Clean Water Act

In 1972, the Federal Water Pollution Control Act Amendments were enacted to address water pollution problems. After an additional amendment in 1977, this law was re-named the Clean Water Act (CWA). Thereafter, it established the regulation of discharges of pollutants into waters of the United States by the U.S. EPA. Under the CWA, the U.S. EPA can implement pollution control programs and set water quality standards. Additionally, the CWA makes it unlawful for any person to discharge any pollutant from a point source into navigable waters unless a permit is obtained pursuant to its provisions.

State

California Porter-Cologne Water Quality Control Act

Under the Porter-Cologne Water Quality Control Act, which was passed in California in 1969 and amended in 2013, the State Water Resources Control Board (SWRCB) has authority over State water rights and water quality policy. This Act divided the state into nine regional basins, each under the jurisdiction of a Regional Water Quality Control Board (RWQCB) to oversee water quality on a day-to-day basis at the local and regional level. RWQCBs engage in a number of water quality functions in their respective regions.

¹⁹ SoCalGas. 2021. *Company Profile*. Available at: <https://www.socalgas.com/about-us/company-profile> (accessed January 2023).

²⁰ SoCalGas. ND. *Gas Transmission Pipeline Interactive Map-Riverside*. <https://socalgas.maps.arcgis.com/apps/webappviewer/index.html?id=aaebac8286ea4e4b8e425e47771b8138> (accessed January 2023).

²¹ SCE. 2021. *Who We Are*. <https://www.sce.com/about-us/who-we-are> (accessed January 2023).

²² SCE. 2019. *SCE Power Site Search Tool*. <https://www.arcgis.com/apps/webappviewer/index.html?id=05a84ec9d19f43ac93b451939c330888> (accessed January 2023).

RWQCBs regulate all pollutant or nuisance discharges that may affect either surface water or groundwater. Menifee is overseen by the Santa Ana Area RWQCB.

State Water Resources Control Board

The SWRCB is the California (State) agency focused on providing and ensuring clean sustainable water for all state residents. This state agency works alongside other federal programs like the CWA to regulate water sources and uses. The SWRCB regulates water consumption for irrigation and drinking, as well as water discharges from construction, municipal uses, storm water, and other sources.

Urban Water Management Planning Act

In 1983, the California legislature enacted the Urban Water Management Planning Act (California Water Code, §§ 10610–10656), which requires specified urban water suppliers within the state to prepare a UWMP and update it every five years. Specifically, § 10610.04 et seq. as amended, of the California Urban Water Management Planning Act specifies that “Urban Water Suppliers shall be required to develop water management plans to actively pursue the efficient use of available supplies.” As such, UWMPs serve as an important element in documenting water supply availability and reliability for purposes of compliance with Senate Bills (SB) 610 and 221, which link water supply sufficiency to large land-use development Project approvals. Urban water suppliers also must prepare UWMPs, pursuant to the Urban Water Management Planning Act, in order to be eligible for state funding and drought assistance.

On June of 2016, the EMWD Board of Directors adopted the District’s 2015 UWMP. This plan details EMWD's demand projections and provides information regarding EMWD's supply. The majority of EMWD's existing and future planned demand is met through imported water delivered by MWD. EMWD's 2015 UWMP relies heavily on information and assurances included in the 2010 MWD RUWMP when determining supply reliability. Demand for EMWD included in the 2015 UWMP is calculated across the District and is not project-specific.

Sustainable Groundwater Management Act

The Sustainable Groundwater Management Act of 2014 (SGMA) consists of three legislative bills, SB 1168 (Pavley), Assembly Bill (AB) 1739 (Dickinson), and SB 1319 (Pavley). The legislation provides a framework for long-term sustainable groundwater management across California. Under the roadmap laid out by the legislation, local and regional authorities in medium and high priority groundwater basins will form Groundwater Sustainability Agencies that oversee the preparation and implementation of a local Groundwater Sustainability Plan. Groundwater Sustainability Plans will have to be in place and implementation will begin between 2020 and 2022. Groundwater Sustainability Agencies will have until 2040 to achieve groundwater sustainability.

Water Conservation in Landscaping Act of 2006 (Assembly Bill 1881)

The Water Conservation in Landscaping Act of 2006 (AB 1881) required the State Department of Water Resources (DWR) to update the State Model Water Efficient Landscape Ordinance (WELO) by 2009. The State’s model ordinance was issued on October 8, 2009. Under AB 1881, cities and counties were required to adopt a state updated model landscape water conservation ordinance by January 31, 2010, or to adopt

a different ordinance that is at least as effective in conserving water as the updated Model Ordinance (MO).

City “Landscape Water Use Efficiency Requirements” are under Ordinance No. 2009–61 (MMC Chapter 15.04) and City Landscape Standard can be found here:

<https://www.cityofmenifee.us/DocumentCenter/View/2247/DRAFT-Landscape-Standards>.

Regulating documents for these standards include AB 1881.

2015 Update of the State Model Water Efficient Landscape Ordinance (per Governor’s Executive Order B-29-15)

To improve water savings in the landscaping sector, the DWR, updated the MO in 2015 (in accordance with Executive Order [EO] B-29-15). The MO promotes efficient landscapes in new developments and retrofitted landscapes. The EO calls for revising the MO to increase water efficiency standards for new and retrofitted landscapes through more efficient irrigation systems, greywater usage, and on-site stormwater capture, and by limiting the portion of landscapes that can be covered in turf. New development projects that include landscape areas of 500 square feet or more are subject to the Ordinance. This applies to residential, commercial, industrial, and institutional projects that require a permit, plan check, or design review.

Assembly Bill 1668 and Senate Bill 606 – May 31, 2018

AB 1668 and SB 606 build on Governor Brown’s ongoing efforts to make water conservation a way of life in California and create a new foundation for long-term improvements in water conservation and drought planning. SB 606 and AB 1668 establish guidelines for efficient water use and a framework for the implementation and oversight of the new standards, which must be in place by 2022.

The two bills strengthen the state’s water resiliency in the face of future droughts with provisions that include:

- Establishing water use objectives and long-term standards for efficient water use that apply to urban retail water suppliers; comprised of indoor residential water use, outdoor residential water use, commercial, industrial and institutional (CII) irrigation with dedicated meters, water loss, and other unique local uses.
- Providing incentives for water suppliers to recycle water.
- Identifying small water suppliers and rural communities that may be at risk of drought and water shortage vulnerability and provide recommendations for drought planning.
- Requiring both urban and agricultural water suppliers to set annual water budgets and prepare for drought.

Solid Waste

Assembly Bill 75

AB 75, approved by the Governor in 1999, took effect on January 1, 2000. This Bill added new provisions to the Public Resources Code (PRC), requiring each state agency to develop and adopt an Integrated Waste

Management Plan (IWMP). AB 75 also mandated that community service districts providing solid waste services report disposal and diversion information to the City, county, or regional agency in which the community service district is located.

Integrated Waste Management Act – Assembly Bill 939

The Integrated Waste Management Act (AB 939) mandates that communities reduce their solid waste. AB 939 required local jurisdictions to divert 25 percent of their solid waste by 1995 and 50 percent by 2000, compared to a baseline of 1990. AB 939 also established an integrated framework for program implementation, solid waste planning, and solid waste facility and landfill compliance.

Mandatory Commercial Recycling – Assembly Bill 341

In 2011, AB 341 was passed that sets a state policy goal of not less than 75 percent of solid waste that is generated to be source reduced, recycled, or composted by the year 2020. CalRecycle was required to submit a report to the legislature by January 1, 2014, outlining the strategy that will be used to achieve this policy goal.

California Solid Waste Reuse and Recycling Access Act of 1991

The California Solid Waste Reuse and Recycling Access Act require areas in development projects to be set aside for collecting and loading recyclable materials. The Act required CalRecycle (formerly the California Integrated Waste Management Board) to develop a model ordinance for adoption by any local agency relating to adequate areas for collection and loading of recyclable materials as part of development projects. Local agencies are required to adopt the model, or an ordinance of their own, providing for adequate areas in development projects for the collection and loading of recyclable materials.

Mandatory Commercial Organics Recycling – Assembly Bill 1826

AB 1826 (2014) requires businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste they generate on a weekly basis. Additionally, AB 1826 requires that, after January 1, 2016, all local jurisdictions implement an organic waste recycling program to divert organic waste generated by businesses, including multi-family residential dwellings with five or more units. Organic waste includes food waste, green waste, landscape and pruning waste, non-hazardous wood waste, and food-soiled paper waste that is mixed in with food waste. This law phases in the mandatory recycling of commercial organics over time.

Because the minimum threshold of organic waste generation by businesses will be decreased over time (e.g., in 2016, affected businesses were those generating eight cubic yards or more of organic waste per week; in 2019, affected businesses will be those generating four or more cubic yards of organic waste per week), an increasing proportion of the commercial sector will be required to comply. After January 1, 2019, to arrange for organic waste recycling services and, if the department makes a specified determination, would decrease that amount to two cubic yards, on or after January 1, 2020. AB 1826 is part of California's efforts intended to achieve its recycling and GHG emissions reduction goals. Reducing the amount of organic materials sent to landfills and increasing the productions of compost and mulch are part of the AB 32 Scoping Plan.

Local

City of Menifee General Plan

Land Use Element

The Land Use Element generally establishes the density, intensity, and location of land uses throughout the city and is complemented by the additional policy guidance provided in other elements that relate to a specific topic. Future land use patterns and rates of development will affect the demand of infrastructure for Menifee's utilities. The following policies help to ensure demand for these services do not exceed the supply and that the expansion of infrastructure is sufficiently addressed to accommodate the future needs of the City.²³

Goals and policies from the Land Use Element applicable to the Project include the following:

- Goal LU-3** **A full range of public utilities and related services that provide for the immediate and long-term needs of the community.**
- Policy LU-3.4** Require that approval of new development be contingent upon the project's ability to secure appropriate infrastructure services.
- Policy LU-3.5** Facilitate the shared use of right-of-way, transmission corridors, and other appropriate measures to minimize the visual impact of utilities infrastructure throughout Menifee.

City of Menifee Municipal Code²⁴

The City of Menifee Municipal Code (Menifee MC) Chapter 6.30: Collection of Solid Waste and Recycling explains in detail the City's regulations regarding waste management. This includes the guidelines for service and requirements for both the collectors of waste and the owners of the waste-generating properties. This section also details the unlawful acts associated with trash collection, such as prohibited containers and refuse burning. The purpose of Chapter 6.40: Waste Reduction and Recycling Plan Requirements for Construction and Demolition Projects is to increase the amount of construction and demolition debris that is recycled or reused so as to reduce the amount that is disposed of in landfills in compliance with the California Waste Management Act.

Chapter 15.01: Storm Water/Urban Runoff includes Best Management Practices (BMPs), lists non-storm water discharge requirements, and details prohibited discharges. Per § 15.01.015(B)(2): Any person performing construction work in the city shall be regulated by the State Water Resources Control Board in a manner pursuant to and consistent with applicable requirements contained in the General Permit No. CAS000002, State Water Resources Control Board Order Number 2009-0009-DWQ. The City may notify the State Board of any person performing construction work that has a non-compliant construction site per the General Permit.

²³ City of Menifee. 2013. *Menifee General Plan Land Use Element*. <https://www.cityofmenifee.us/857/LU-3-Utilities-Infrastructure> (accessed January 2023).

²⁴ City of Menifee. (2023). *Municipal Code*. Available at: <https://codelibrary.amlegal.com/codes/menifee/latest/overview> (accessed March 2024).

4.15.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning utilities and service systems. These questions have been utilized as significance criteria for this section and are listed below.

Would the Project:

- Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects (issues related to storm water drainage facilities are addressed in **Section 4.9: Hydrology and Water Quality**);
- Cause the water provider(s) to not have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years;
- Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
- Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals;
- Would fail to comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

Methodology and Assumptions

The Project is evaluated against the aforementioned significance criteria/thresholds, as the basis for determining the impact level of significance concerning utilities and service systems. This analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the Project's potentially significant environmental impacts.

Approach to Analysis

This analysis of impacts on utilities examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. Each criterion is discussed in the context of the Project site and the surrounding characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on field observations conducted by Kimley-Horn in June 2023, review of Project maps and drawings, analysis of aerial and ground-level photographs, and review of various data available in public records, including local planning documents. The determination that a Project component would or would not result in "substantial" adverse effects on utilities and service

systems considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components.

4.15.5 Impacts and Mitigation Measures

Impact 4.15-1 *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? (issues related to storm water drainage facilities are addressed in Section 4.9, Hydrology and Water Quality)*

Level of Significance: Less than Significant Impact

The Project sites are composed of six parcels. Their location and sites descriptions are provided below:

Project Site 1 (Corsica Lane)

Project Site 1 related improvements would occur on four separate accessor parcel numbers (APN: 330-180-010, -046, and -006). Project Site 1 is bisected by Corsica Lane and generally bounded by a Southern California Edison (SCE) public utility corridor and McLaughlin Road to the south; single-family residential uses, Aaron Alan Drive, and Ruffian Road to the north; Goetz Road with single family residences beyond to the west; and Wheat Street to the east.

Project Site 2 (Wheat Street)

Project Site 2 related improvements would occur on one parcel (APN: 330-180-012). Project Site 2 is generally bounded by single-family residences to the south; vacant land and Ethanac Road to the north; single family residences and Ruffian Road to the west; and Wheat Street to the east.

Project Site 3 (Evans Road)

Project Site 3 related improvements would occur on one parcel (APN: 331-060-018) southeast of the intersection of Ethanac Road and Evans Road. Project Site 3 is generally bounded by vacant land to the south; Ethanac Road and the City of Perris to the north; vacant land, a Riverside County flood control channel, and Barnett Road to the east; and Evans Road and a single-family residence to the west.

Adjacent uses to all three Project sites include a variety of uses such as residential and commercial developments. However, Project Sites 2 and 3 are vacant and utilities would have to be extended into these areas.

Utilities necessary for the Project site to operate and the associated service providers are as follows:

- Electricity – SCE
- Water – EMWD
- Sewer – EMWD
- Cable/Internet/Telephone – Frontier Communications
- Gas – SoCalGas Company

Existing utilities would be extended and upgraded as needed during construction of Project to serve the anticipated demands of the Project. All required improvements and extensions to existing electrical, natural gas, or telecommunications utilities would occur within the existing roadway rights-of-way adjacent to the Project sites, including Goetz Road, Wheat Street, Ethanac Road, and Evans Road. Areas surrounding all three Project sites adjacent to the existing roadways have been previously disturbed and are considered to be within the overall footprint of the Project. Off-site improvement and impacts are discussed in **Section 2.6: Proposed Project** of this Draft EIR. Anticipated off-site improvements include but are not limited to the following: catch basins, storm drains, curb & gutters, street lighting, and roadway improvements (See **Section 2.0: Transportation**).

Furthermore, upgrades to existing utilities were previously evaluated as part of the overall Project. Therefore, impacts associated with extension of utility services in these areas and within the sites, are deemed less than significant. Services provided by each utility is discussed in additional detail below. Utility needs for the Project, on all three sites, are anticipated to be similar.

Construction and Operations

Project Site 1, 2, and 3

Water

EMWD has provided will-serve letters, noting that EMWD is willing to provide potable water and sewer services to all three of the Project sites; see **Appendix L**. EMWD treats most of its raw water for potable use at two water filtration plants located in Perris and Hemet. Project development would increase the water demands within the EMWD's service area. However, EMWD's available water supplies would be sufficient to meet all of the water demands of the EMWD's entire customer base, including the Project, through 2045, including during single and multiple dry years. **Table 4.15-1** above, shows these values. In all cases through year 2045, even during single and multiple dry year conditions, water supplies available to EMWD would be sufficient to meet all present and future water supply requirements of the entire customer base, including the Project, for the next twenty-five years as shown in **Table 4.15-3: Single Dry Year Supply and Demand Comparison** and **4.15-4: Multiple Dry Years Supply and Demand Comparisons** above.

Given that the Project proposes an industrial development it is anticipated that the Project would represent a nominal percentage of EMWD's present and future water supplies for both single- and multiple-dry-year scenarios, as shown in **Table 4.15-4: Multiple Dry Years Supply and Demand Comparisons**. Additionally, EMWD provided Water and Sewer Will Serve letters for each of the Project sites (refer to **Appendix L**). These letters identify that EMWD is willing to provide water and sewer services to the Project sites. Therefore, based on the incremental increase in demand that would result from implementation of the Project, impacts would be less than significant. Impacts of required water facilities are addressed throughout this Draft EIR in the respective EIR section(s). The majority of Project water facilities would be installed below ground and installed within existing or future road rights-of-way, and as such the only physical impacts would be associated with temporary impacts during construction, refer to **Section 4.11: Noise** for a discussion of significant short-term noise impacts during pipeline construction. Above-ground facilities are addressed in **Section 4.1: Aesthetics**. All Project water facilities would be constructed and operated in accordance with applicable guidelines and regulations in the EMWD and City

and would also follow applicable EIR mitigation measures in each topical area addressed in the EIR. In consideration of existing requirements and EIR mitigation measures, no significant impacts are anticipated with respect to Project water facilities, with the exception of potentially significant temporary construction-related noise impacts addressed in **Section 4.11: Noise**.

Storm Water and Drainage

Refer to **Section 4.9: Hydrology and Water Quality**, regarding existing conditions and Project impacts with respect to storm water and drainage facilities. All three Project sites propose a concrete channel that would be designed to convey off-site flows to their historic pathways. Off-site flows from Project Site 1 would be directed east to Wheat Street and flows generated by the west side would be captured by a proposed catch basin and directed north to an underground basin adjacent to Goetz Road. Off-site flows from Project Site 2 would be directed westerly in the channel and then directed north along the westerly property line and discharged to APN 330-180-013. Flows directed easterly in the channel would be directed north via storm drain along Wheat Street right of way and discharged to a proposed under sidewalk drain to Wheat Street. Off-site flows from Project Site 3 would be treated on the easterly side of the site and a proposed concrete ditch would intercept off-site flows from the westerly side of the site and convey them to a proposed under sidewalk drain where flows would then enter Evans Road as they did historically. All other storm drain connections would be connected to existing storm drain lines. Additionally, Project storm water and drainage facilities would be constructed and operated in accordance with all applicable guidelines and regulations set forth by the EMWD and City. Therefore, no significant impacts are anticipated to occur regarding Project storm water and drainage facilities.

Wastewater

The Project would develop approximately 461,237 square feet (SF) of industrial warehousing within four buildings on three separate sites, totaling 25.90 total gross-acres. Prior to construction or operations of the Project, the Project applicant would comply with EMWD's New Development Process (<https://www.emwd.org/new-development-process>). A Sewer Capacity Study would be completed to ensure adequate capacity to treat the anticipated wastewater to be generated by the Project.

EMWD has previously used wastewater generation rates for industrial uses of approximately 1,700 gallons per day (GPD) per acre.²⁵ Based on this value, wastewater generated by the Project Site 1 would be approximately 23,783 GPD; 8,024 GPD on Project Site 2; and 12,784 GPD on Project Site 3. This equates to 44,591 GPD of total wastewater generated by the Project. This represents approximately 0.06% of the total daily capacity of the EMWD's 78 million Gallon per Day (MGD) current treatment capacity.²⁶ EMWD's facilities currently treat an average of 43 MGD of wastewater. The Project would represent approximately 0.06 percent of the typical daily flows. Therefore, the increase in the daily wastewater generated by the Project site would be minimal and result in a less than significant impact. Improvements to facilitate service to the Project site would consist of tie-ins to the existing wastewater lines. All areas needed for improvement would occur in previously disturbed or areas previously proposed to be disturbed. The three Projects Sites are designated as Economic Development Corridor (EDC) and are zoned Economic

²⁵ EMWD. Rev. 2006. *Sanitary Sewer System Planning and Design*. https://www.emwd.org/sites/main/files/file-attachments/emwdsewer_system_design.pdf?1542760914 (accessed January 2023).

²⁶ EMWD. ND. *Wastewater Service, EMWD's Regional Water Reclamation Facilities Fact Sheets*. <https://www.emwd.org/wastewater-service> (accessed January 2023).

Development Corridor Northern Gateway (EDC-NG). Impacts would be less than significant. Besides the on-site wastewater system, the Project would require off-site drain improvements on each Project site. Project Site 1 proposes improvements to Corsica Lane to include a high point just east of the center of the proposed buildings, to direct flows east towards Wheat Street or west to a proposed catch basin that would direct the flows north to the proposed on-site underground basin near Goetz Road. Project Site 2 proposes a concrete channel adjacent to the southerly site boundary with a high point at the location where flows being breaking off either easterly or westerly to maintain the historic flow pattern. Flows directed westerly in the channel would then be directed north along the westerly property line before discharging flows to the north of Project Site 2. Flows directed easterly in the channel would then be directed north via a storm drain along Wheat Street right of way before discharging to a proposed under sidewalk drain to Wheat Street. Project Site 3 proposes a concrete ditch that would intercept off-site flows on the westerly side of Project Site 3 and convey flows to a proposed under sidewalk drain where flows would enter Evans Road.

Proposed wastewater facilities would be below ground, within existing or planned roadway rights-of-way, and as such are addressed in respective EIR section(s). As with off-site water lines, off-site sewer line construction adjacent to sensitive receptors may result in temporary significant noise impacts, as addressed in **Section 4.11: Noise**. All Project wastewater facilities would be constructed and operated in accordance with applicable guidelines and regulations of the EMWD and City. Additionally, wastewater facilities would follow all applicable EIR mitigation measures in each topical area addressed in the EIR. In accordance with existing requirements and EIR mitigation measures, no significant impacts are anticipated to occur regarding wastewater facilities associated with the Project, with the exception of potentially significant temporary construction-related noise impacts addressed in **Section 4.11: Noise**. Although the Project would construct wastewater drainage facilities, impacts would be less than significant.

Electric Power

SCE currently operates electric power in the City through electricity distribution lines both aboveground and buried. SCE also operates at least three substations (one of which is approximately 2.3 miles east of Project Site 3) within the City and no power plants.²⁷ A SCE public utility corridor is located to the south of Project Site 1. The existing residential dwelling units located within the Project site are currently occupied and are provided electricity by SCE.²⁸ The Project would connect to the existing SCE lines which would enable services to the site. Electricity facilities such as powerlines and other similar system components would be required for the Project, however they would be underground, pursuant to the City's Development Code, and would be installed within the proposed development areas. At most, it is anticipated that SCE would provide more electricity to the Project compared to what is currently consumed, due to the majority of the Project sites consisting of vacant land. Additional electrical facilities would be constructed to support the needs of the Project. However, the construction of the new facilities would occur within the development footprint assumed in this EIR. Therefore, no additional significant

²⁷ SCE. ND. *SCE Power Site Search Tool*. <https://www.arcgis.com/apps/webappviewer/index.html?id=05a84ec9d19f43ac93b451939c330888> (accessed January, 2023).

²⁸ SCE. ND. *Southern California Edison DRPEP*. <https://ltmdrpep.sce.com/drpep/> (accessed October 2023).

impacts would occur due to electrical facility construction. No off-site electrical facilities are anticipated at this time.

Natural Gas

The SoCalGas Company provides gas services to the majority of the southern California region. It is anticipated that the Project site would require some amount of natural gas to support future operations. Similar to electrical services, natural gas lines already exist in the area to enable service to surrounding uses. Existing natural gas lines exist within current roadway rights-of-way located north of the three Project sites (along Ethanac Road and Goetz Road).²⁹ These areas are anticipated to be disturbed and would not contain any pristine resources. Natural gas services for the Project would be provided through the use of underground pipes to distribute gas within the Project area. However, natural gas facilities are planned for installation as part of Project development, within proposed development areas such as planned roadways. Therefore, construction of the Project's natural gas facilities would not create an increased impact on the environment beyond what is addressed for the overall Project, in respective EIR sections. Additional natural gas facilities would be constructed to support the needs of the Project. Some existing natural gas facilities would also be relocated. However, the construction of the new facilities would occur within the development footprint assumed in this EIR for both on and off-site improvements. As such, less than significant impacts would occur.

Telecommunication

The Project would require telecommunication services to be provided by Frontier Communications. As discussed above, existing telecommunication lines would be located within existing adjacent rights-of-way needed to serve the existing surrounding development. Service to the Project would require tying into these lines but these improvements would occur within existing areas of disturbance such as those adjacent to existing roadways. The new facilities required for the Project would be constructed within the development area and would be placed underground as per the City's Development Code, Title 9.³⁰ Therefore, construction of the Project's telecommunication, cable and internet facilities would not create an increased impact on the environment beyond what is addressed for the overall Project, in respective EIR sections. No off-site telecommunications facilities are anticipated at this time.

Off-Site Construction and Operations Impacts

Project-related off-site infrastructure is addressed in the respective facility discussion above (water, wastewater, electricity, natural gas, and telecommunications).

Mitigation Measures

No mitigation is required, other than that noted in respective EIR sections associated with general Project construction, including construction-related air quality, noise, and transportation mitigation for off-site utility and roadway installation adjacent to sensitive receptors.

²⁹ SoCalGas. ND. *Gas Transmission Pipeline Interactive Map – Riverside*. <https://socalgas.maps.arcgis.com/apps/webappviewer/index.html?id=aaebac8286ea4e4b8e425e47771b8138> (accessed January 2023).

³⁰ City of Menifee. 2023. *Comprehensive Development Code, Chapter 9.230 Utilities*. <https://online.encodeplus.com/regs/menifee-ca/doc-viewer.aspx?secid=690#secid-690> (accessed October 2023).

Impact 4.15-2 *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*

Level of Significance: Less than Significant Impact

Construction and Operations

As discussed above in Impact 4.15-1 and shown in **Appendix L**, the Project's water service provider is anticipated to have adequate capacity to serve the projected demands. Thus, the Project would result in less than significant impacts on services provided by the water service provider.

Mitigation Measures

No mitigation is necessary.

Impact 4.15-3 *Would the project 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?*

Level of Significance: Less than Significant Impact

Construction and Operations

See the discussion above under Impact 4.15-1. The Project's wastewater service provider is anticipated to have adequate capacity to treat the projected demand. The Project is anticipated to cause a less than significant impact on services provided by the wastewater service provider.

Mitigation Measures

No mitigation is necessary.

Impact 4.15-4 *Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

Level of Significance: Less than Significant Impact

Construction and Operations

Solid waste generated by construction and operation of the Project would be collected and handled in compliance with any applicable regulation including those in Title 6 of the City's Municipal Code (MC), through service provided by WMI. The Project would generate solid waste during the construction and operational phase. However, solid waste impacts from Project construction would be temporary. Furthermore, when operational, the Project is not anticipated to result in solid waste generation that would result in inadequate landfill capacity. The City's 2011 GP EIR addressed that the majority of solid waste in the City went to two landfills: El Sobrante Landfill (10910 Dawson Canyon Road, Corona, CA 91719) and Badlands Sanitary Landfill (31125 Ironwood Avenue, Moreno Valley, CA 92555). According to CalRecycle's Estimated Solid Waste Generation Rates, a warehouse facility is estimated to produce 13.82

pounds of waste per employee per day.³¹ The estimated number of employees to operate the warehouses would be approximately 619 people.³² This equates to approximately 8,555 pounds (4.3 tons) of waste per day from the Project. That is approximately 0.03 percent of the El Sobrante Landfill’s maximum daily throughput and 0.08 percent of Badlands Sanitary Landfill’s maximum daily throughput. Further details regarding the two landfills are presented below in **Table 4.15-5: Landfill Information**.

Table 4.15-5: Landfill Information

Landfill	Location	Max. Permitted Throughput (tons per day)	Remaining Capacity (cubic yards)	Max. Permit Capacity (cubic yards)	Ceased Operation Date
El Sobrante Landfill	Corona	16,054	143,977,170	209,910,000	1/1/2051
Badlands Sanitary Landfill	Moreno Valley	5,000	7,800,000	82,300,000	1/1/2059

Source: CalRecycle. 2019. SWIS Facility/Site Search. <https://www2.calrecycle.ca.gov/SolidWaste/Site/Search> (accessed October 2023).

Project implementation would increase solid waste service demands over existing conditions. As described in the table above, the Badlands Sanitary Landfill has a maximum permitted throughput of 5,000 tons per day, with a remaining capacity of 7,800,000 cubic yards and a maximum capacity of 82,300,000 cubic yards. Furthermore, the El Sobrante Landfill has a maximum permitted throughput is 16,054 tons per day with a remaining capacity of 143,977,170 cubic yards and a maximum capacity of 209,910,000 cubic yards. The Project would be served by one or a combination of the disposal facilities discussed above, and therefore, a landfill with sufficient remaining capacity to accommodate the Project’s solid waste service needs. During the operational phase, the Project would be subject to comply with all applicable federal, state, and local statutes and regulations concerning solid waste, including those identified under CALGreen and AB 939. The Project would not result in significant impacts regarding solid waste, and no mitigation is required.

Mitigation Measures

No mitigation is necessary.

Impact 4.15-5 *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

Level of Significance: Less than Significant Impact

Section 6.40.010(A) of the Menifee MC states:

Under California law embodied in the California Waste Management Act (Cal. Public Resources Code § 40000 et seq.), the city is required to prepare, adopt, and implement source reduction and recycling elements to reach reduction goals set forth therein, and is required to make substantial reductions in the amount of waste materials going to the state’s landfills by diverting 50% of materials from landfills annually or will face substantial penalties. Debris from construction and demolition projects represents a significant portion of the volume of solid waste that is being disposed of in landfills, much of which is suitable for recycling. Consequently, the purpose of this chapter is to increase

³¹ Cal Recycle. 2019. *Estimated Solid Waste Generation Rates*. <https://www2.calrecycle.ca.gov/wastecharacterization/general/rates> (accessed January 2023).

³² Kimley-Horn. 2023. *Traffic Study for the: Compass Northern Gateway Project – Appendix A*.

the amount of construction and demolition debris that is recycled or reused so as to reduce the amount that is disposed of in landfills. (Ord. 2020-294, passed 3-18-2020)

Furthermore § 6.40.050: Diversion Requirements states:

Every applicant shall make a good fair effort to divert 50% of construction and demolition debris generated from every applicable construction, remodeling, or demolition project from landfills by using recycling, reuse, and diversion programs. Separate calculations and reports will be required for the construction and demolition portions of projects that involve both activities. (Ord. 2020-294, passed 3-18-2020)

Lastly, § 5.408.1: Construction Waste Management of the California Green Building Standards Code states:

Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.408.1.2 or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent.

The Project would be constructed in compliance with California Green Building Standards Code § 5.408.1, described above, and a less than significant impact would occur, therefore no mitigation would be required.

Mitigation Measures

No mitigation is necessary.

4.15.6 Cumulative Impacts

For purposes of public utilities and service systems, cumulative impacts are considered for projects located within Menifee. As discussed above, all impacts from the Project to public services and utilities systems would be less than significant in consideration of compliance with existing laws, ordinances, regulations, and standards. In addition, the Project site would recycle and implement measures on-site to reduce the waste stream to landfill(s). The Project applicant would pay the applicable development impact and service fees. Impacts related to storm water drainage facilities are addressed in **Section 4.9: Hydrology and Water Quality**. Although temporary significant impacts during construction could occur, these impacts would only occur during development of the sites, would be typical of construction, would be localized, would occur at different times, and would be required to implement site-specific erosion control plans. Therefore, impacts are not anticipated to be cumulatively considerable. Other past, present, and reasonably foreseeable projects would be anticipated to implement similar measures or implement mitigation to fully mitigates their contribution to cumulative impacts. Therefore, there are no significant cumulative impacts anticipated relative to public utility and service systems, and the Project's contribution toward potential future utility and service system impacts in the City is not cumulatively considerable.

4.15.7 Significant Unavoidable Impacts

No significant unavoidable impacts were identified.

4.15.8 References

- Cal Recycle. 2019. *Estimated Solid Waste Generation Rates*.
<https://www2.calrecycle.ca.gov/wastecharacterization/general/rates> (accessed January 2023).
- City of Menifee. 2013. *City of Menifee General Plan Draft EIR. Utilities and Service Systems*.
<https://www.cityofmenifee.us/DocumentCenter/View/1117/Ch-05-17-USS?bidId=> (accessed January 2023).
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https://www.emwd.org/sites/main/files/file-attachments/urbanwatermanagementplan_0.pdf?1625160721 (accessed January 2023).
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https://www.emwd.org/sites/main/files/file-attachments/emwdsewer_system_design.pdf?1542760914
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RCFCWCD. ND. Flood Control – WebMap. <https://content.rcflood.org/webmaps/rcfc/>.

SCE. 2021. *Who We Are*. <https://www.sce.com/about-us/who-we-are>.

SCE. 2019. *SCE Power Site Search Tool*.

<https://www.arcgis.com/apps/webappviewer/index.html?id=05a84ec9d19f43ac93b451939c330888>.

SoCalGas. 2021. *Company Profile*. <https://www.socalgas.com/about-us/company-profile>.

SoCalGas. ND. *Gas Transmission Pipeline Interactive Map-Riverside*.

<https://socalgas.maps.arcgis.com/apps/webappviewer/index.html?id=aaebac8286ea4e4b8e425e47771b8138>.

5.0 ADDITIONAL CEQA CONSIDERATIONS

This section of the Environmental Impact Report (EIR) provides a discussion of additional CEQA impact considerations, including Significant Irreversible Environmental Changes, Growth-inducing Impacts, and any Mandatory Findings of Significance.

5.1 Significant and Unavoidable Impacts

State CEQA Guidelines Section 15126.2(c) requires that the EIR describe any significant impacts, including those that can be mitigated but not reduced to less than significant levels. The Project's environmental effects are addressed in **Sections 4.1** through **4.15** of this EIR. Project implementation would result in potentially significant impacts for the following topical issues: air quality, biological resources, greenhouse gas emissions, cultural resources, paleontological resources, and tribal cultural resources. Implementation of project design features (PDFs), Plans Programs and Policies (PPP), standard conditions of approval (COA), and mitigation measures (**MMs**) provided in **Sections 4.1** through **4.15** would reduce these impacts to levels considered less than significant, with the exception of Greenhouse Gas Emissions impacts discussed below.

Greenhouse Gas Emissions

Impacts 4.7-1 and 4.7-2 were found to contain potentially significant and unavoidable impacts. Specifically, significant unavoidable impacts would occur in the following areas despite the implementation of the mitigation measures and standard conditions and requirements:

- The Project would generate GHG emissions, either directly or indirectly, that could have a significant impact on the environment (Impact 4.7-1).
- The Project would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases (Impact 4.7-2).
- The Project would result in significant cumulative GHG emissions.

Project's unmitigated and mitigated emissions would be approximately 7,792.9 MTCO₂e and 6,923.9 MTCO₂e annually respectively from both construction and operations and would exceed the SCAQMD 3,000 MTCO₂e per year threshold. The Project would be required to comply with several plans, policies, and programs (PPPs), and MMs to reduce operational GHG emissions. PPP-4 through PPP-6 require water efficient irrigation systems, and compliance with Title 24 Energy Efficiency Standards and the CALGreen Code. The Project would implement **MM AQ-1** to reduce the Project's construction emissions and **MMs AQ-2** through **AQ-5** to reduce the Project's operational emissions. The Project also includes **MMs GHG-1** through **GHG-6** to further reduce emissions. Implementation of the PPPs and **MMs** would reduce Project-related GHG emissions to 6,923.9 MTCO₂e per year. Since mitigated future mobile source emissions exceed the 3,000 MTCO₂e threshold and no additional feasible mitigation beyond **MMs AQ-1** through **AQ-5** and **MMs GHG-1** through **GHG-6** are available to further reduce emissions, Project operational-source GHG emissions are considered significant and unavoidable. While there are no feasible mitigation measures that would reduce vehicular emissions, the Project would include electric vehicle supply equipment in accordance with the California Building Code which would allow charging stations to

be supplied based on demand. Charging stations could lead to less use of gasoline-burning automobiles. Overall, GHG emissions are considered significant and unavoidable.

The Project would also result in a significant unavoidable impact concerning the Project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. The Project exceeds the 3,000 MTCO₂e/yr screening thresholds for GHG emissions and therefore has potential to impede the State's ability to achieve the 40 percent below 1990 level reduction target. A significant and unavoidable impact would occur as a result of the Project.

Concerning cumulative GHG emissions, is generally the case that an individual project of this size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory. GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. The additive effect of Project-related GHGs would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. As discussed above, the Project-related GHG emissions would exceed the 3,000 MTCO₂e threshold of significance despite implementation of **MMs AQ-1** through **MM AQ-5** and **MMs GHG-1** through **GHG-6** and could impede statewide 2030 and 2050 GHG emission reduction targets. As such, the Project would result in a potentially significant cumulative GHG impact.

5.2 Significant and Irreversible Environmental Changes

Section 15126.2(d) of the State CEQA Guidelines requires a discussion of any significant irreversible environmental changes that would be caused by a proposed project. Generally, the section states that a project would result in significant irreversible environmental changes if the following occurs:

- The project would involve a large commitment of nonrenewable resources in a way that would make their nonuse or removal unlikely;
- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project; and
- The proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

The project would involve a large commitment of nonrenewable resources in a way that would make their nonuse or removal unlikely.

The Project would not involve the utilization of nonrenewable resources in a manner that would make their nonuse or removal unlikely. Nonrenewable resources associated with the development of the proposed Project would include fossil fuels. Fossil fuels would serve as energy sources during both proposed Project construction and operations. Fossil fuels would act as transportation energy sources for construction vehicles and heavy equipment during the construction period and by vehicles and equipment used during proposed Project operations. Though the proposed Project would endeavor to utilize fossil fuels efficiently, their use would be vital for construction and operations activities, making their nonuse unlikely. However, the proposed Project would not require the continued use of fossil fuels at the end of

its operational life. Standard vehicles and equipment used by the Project in both construction and operational phases would likely utilize fossil fuels. Some construction and operational equipment may be electrified and therefore not rely on fossil fuels. Energy-efficient equipment would be utilized according to their availability and in order to comply with energy regulations and policies for the Project as a whole as it pertains to industrial usage.

In addition, the Project does not propose any fueling stations that would necessitate the storage of fossil fuels on the site. No infrastructure is proposed to store fossil fuels in large amounts or without the ability of removal.

The proposed Project would also require the commitment of land on which the proposed Project Sites would be developed for industrial uses. Land is another finite resource, in that, once developed and in active use it removes the ability for that land to be used for other uses and developments. However, land developments associated with the Project would not remove the possibility of redevelopment in the future. The land development would not, therefore, make the nonuse of the land unlikely.

The primary and secondary impacts would generally commit future generations to similar uses.

The Project's development is anticipated to produce some significant and unavoidable impacts based on analyses conducted in **Section 4.7: Greenhouse Gas Emissions**. These impacts would also affect the surrounding environment and would commit future generations to similar uses throughout the operations of the Project. However, the uses associated with the Project would not modify the land in a way that would prevent the possibility of redevelopment. As previously stated, the proposed warehouse structures would be able to be removed or redeveloped.

Hazardous waste usage during the Project's construction and operational phase would comply with federal, state, and local regulations to ensure that the usage and storage of any hazardous materials and waste would be completed in the safest and most efficient manner. Similarly, the Project would comply with applicable federal, state, and local air quality and water quality regulations to further ensure that the least number of environmental impacts would occur. The industrial land uses are unlikely to lead to impacts that would relegate future generations and developments to similar uses.

The Project would be developed in a portion of the City of Menifee with an existing General Plan land use designation of Economic Development Corridor – Northern Gateway (EDC-NG). The proposed Project is by-right allowed under the existing General Plan land use designation. As such, the Project would not require the modification of the land use designation. Therefore, the Project would not influence future development in that land area as the existing land use and zoning designations would not be changed.

The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project.

The Project is intended to develop four industrial buildings and is not anticipated to release hazardous materials into the environment. Construction and operation of the Project would utilize chemical substances common with typical construction and warehousing activities and do not generally pose a

significant hazard to the public or environment. However, in the event that hazardous materials are either used or stored on the Project site, the Project would store hazardous materials in compliance with any applicable federal, state, and local policy. Furthermore, the Project would implement conditions of approval prior any demolition activities to further minimize the release of hazards during construction activity.

The proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

The Project would comply with any applicable Federal, State, and local regulation and law regarding the use of resources during both construction and operations. As established in **Section 4.15: Utilities and Service Systems**, development of the Project would not significantly impact water, electricity, solid waste, and telecommunications resources. It was found that the Eastern Municipal Water District (EMWD), the water supplier for the City and Project site, has adequate supplies to serve the Project’s expanded demand. Further, development of the Project would include the use of energy-efficient vehicles and equipment in accordance with the most recent federal, state, and local regulations. Therefore, resources used for the Project, including energy, would be done in an efficient, justifiable manner.

5.3 Growth Inducing Impacts

State CEQA Guidelines Section 15126.2(e) requires that EIRs include a discussion of ways in which a project could induce growth. The State CEQA Guidelines identify a project as “growth-inducing” if it fosters economic or population growth or if it encourages the construction of additional housing either directly or indirectly in the surrounding environment. New employees from commercial or industrial developments and new population from residential developments represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area. The proposed Project would therefore have a growth-inducing impact if it would:

- Directly or indirectly foster economic or population growth, or the construction of additional housing;
- Remove obstacles to population growth;
- Require the construction of new or expanded facilities that could cause significant environmental effects; or
- Encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.

A project’s potential to induce growth does not automatically result in growth. Growth can only happen through capital investment in new economic opportunities by the private or public sectors. Under CEQA, the potential for growth inducement is not considered necessarily detrimental nor necessarily beneficial, and neither is it automatically considered to be of little significance to the environment. This issue is presented to provide additional information on ways in which the proposed Project could contribute to significant changes in the environment, beyond the direct consequences of implementing the proposed Project examined in the preceding sections of this Draft EIR.

Direct Growth-Inducing Impacts in the Surrounding Environment

Potential growth-inducing impacts are examined through analysis of the following questions:

Would the project directly or indirectly foster economic or population growth, or the construction of additional housing? *No*

As discussed in **Section 7.0: Effects Found Not To Be Significant**, the Project would have a beneficial effect on the City's employment base by developing three sites. Project Sites 1 through 3 are vacant and have been previously disturbed. All three sites would be developed with new industrial/warehouse buildings with ancillary office space each. Project Site 1 would be developed with two warehouse buildings, while Project Sites 2 and 3 would be developed with one warehouse building each.

Given that the current unemployment rate for Riverside County is approximately 4.4 percent (as of May 2023),¹ it is reasonably anticipated that the jobs created by the proposed Project would be filled by City residents, and surrounding communities' residents from Perris and Murrieta. Although the proposed Project is anticipated to install utilities infrastructure (underground) within public rights-of-way, this would be beneficial to the general industrial area, as the general area is zoned Economic Development Corridor – Northern Gateway (EDC-NG), which permits industrial development and no new residential developments. As such, the inclusion of utilities and public infrastructure would not foster population growth. As a result, the Project would not significantly foster economic or population growth beyond what is planned for the City and County.

Would the project remove obstacles to population growth? *No*

As noted above, Project Site 1 currently consists of vacant undeveloped parcels, and Project Site 2 and Site 3 are completely vacant and have been previously disturbed. The Project Sites would be developed with industrial uses and other associated facilities. Anticipated improvements to the Project sites and off-site include, but are not limited to landscaping, curb and gutter, roadway, street lighting, security lighting, onsite utilities, and Project specific amenities.

Additionally, the proposed Project's development is localized to the Project site. The construction of the new infrastructure would not amend the land uses or increase density on the parcels adjacent to the Project Sites. The development of the Project Sites and the expansion and/or updating of utility facilities such as electricity and water connections is consistent with planned utility growth in the City. The Project would also involve the improvement of existing roadways near the Project site which would serve the surrounding community and improve services to these facilities and City connectivity. Roadway improvements included in the Project are discussed in **Section 4.13: Transportation** and analyzed in the Traffic Impact Analysis (TIA) (see **Appendix I**). Substantial upgrades to the roadway system outside of the general Project area, which would promote further development are not included as components of the Project.

¹ State of California Employment Development Department. 2023. Local Area Unemployment Statistics (LAUS) - Riverside County (Preliminary for 2023). [Local Area Unemployment Statistics \(LAUS\) - Riverside County | EDD Data Library](#) (accessed June 2023).

Would the project require the construction of new or expanded facilities that could cause significant environmental effects? No

The Project Sites are vacant. These proposed warehouse buildings would require utility and infrastructure improvements to function. The Project would include infrastructure improvements and connections to allow for the efficient use of resources such as natural gas, electricity, and water. Improvements to adjacent streets would also include underground dry utilities (e.g., cable, electric, telephone, natural gas, television and fiber optics) along the Project Sites' frontage streets. The environmental impacts from the necessary improvements associated with the proposed Project have been analyzed in **Section 4.1: Aesthetics** through **Section 4.15, Utilities and Service Systems** of this EIR. In the event potentially significant impacts are not able to be minimized by the Project Design Features (PDFs), MMs have been proposed which, when implemented, would reduce potential impacts stemming from the proposed Project's development to less than significant levels, with the exception of impacts associated with greenhouse gas emissions, which would remain significant and unavoidable. Furthermore, the Project would not require the expansion of utility facilities such as water treatment plants or landfills. **Section 4.15, Utilities and Service Systems** determined that there is adequate capacity of those facilities to serve the Project site.

Encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.

Refer to **Section 4.1: Aesthetics** through **Section 4.15: Utilities and Service Systems** of this EIR. No cumulative impacts were discovered during the analysis of the Project. There are unavoidable significant impacts associated with GHG emissions. GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. The design features and objectives of the Project were concluded as having the potential to create significant unavoidable impacts to GHG emissions. Mitigation is proposed in each case to minimize the potential of these impacts. However, through the nature of development some impacts cannot be avoided. Refer to **Section 4.7: Greenhouse Gas Emissions** for additional information.

5.4 Mandatory Findings of Significance

CEQA preparation of an EIR when certain specified impacts may result from construction or implementation of a project. Accordingly, this EIR was prepared for the Project which fully addresses all of the Mandatory Findings of Significance, as described below.

Degradation of the Environment

Section 15065(a)(1)-(4) of the CEQA Guidelines requires a finding of significance if a project "has the potential to substantially degrade the quality of the environment." In practice, this is the same standard as a significant effect on the environment, which is defined in Section 15382 of the CEQA Guidelines as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance."

This EIR in its entirety addresses and discloses all known potential environmental effects associated with the development of the Project both on- and off-site including direct, indirect, and cumulative impacts in the following resource areas:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Material
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Public Services
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems

A summary of all potential environmental impacts, level of significance and mitigation measures is provided in **Section ES, Executive Summary**. Environmental resource areas that were found to have no impact or a less than significant impact based on the analysis conducted during the Draft Environmental Impact Report (EIR) preparation process are discussed in **Section 7.0, Effects Not Found To Be Significant**.

Impacts on Habitat or Species

Section 15065(a)(1) of the CEQA Guidelines states that “A lead agency shall find that a project may have a significant effect on the environment and thereby require an EIR to be prepared for the project where there is substantial evidence, in light of the whole record, that any of the following conditions may occur:

- substantially 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;
- substantially reduce the number or restrict the range of an endangered, rare or threatened species; or
- eliminate important examples of the major periods of California history or prehistory.

Section 4.3, Biological Resources, of this EIR fully addresses any impacts that might relate to the reduction of fish or wildlife habitat or populations and the reduction of special status species as a result of Project implementation. The Project would have potentially significant impacts to biological resources, however no significant and unavoidable impacts would occur from Project development. With implementation of mitigation measures **MMs BIO-1** and **BIO-2**, the Project’s significant impacts on special status species would be reduced to less than significant levels.

Short-Term Vs. Long Term Goals

Section 15065(a)(2) of the CEQA Guidelines states, “A lead agency shall find that a project may have a significant effect on the environment and thereby require an EIR to be prepared for the project where there is substantial evidence, in light of the whole record, that any of the following conditions may occur: the project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.” Section 5.2, Significant and Irreversible Environmental Changes, above addresses the short-term and irretrievable commitment of natural resources to ensure that the consumption is justified on a long-term basis. In addition, Section 5.3, Growth-Inducing Impacts above, identifies any long-term environmental impacts associated with economic and population growth that are associated with the Project. Lastly, **Section 4.7: Greenhouse Gas Emissions** identifies all significant and unavoidable impacts that could occur and result in long-term environmental impacts.

Cumulatively Considerable Impacts

Section 15065(a)(3) of the CEQA Guidelines states, “A lead agency shall find that a project may have a significant effect on the environment and thereby require an EIR to be prepared for the project where there is substantial evidence, in light of the whole record, that any of the following conditions may occur: the project has potential environmental effects that are individually limited but cumulatively considerable.” “Cumulatively considerable” means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.” This EIR addresses cumulative impacts for each environmental resource topic in **Sections 4.1** through **4.15**.

Substantial Adverse Effects on Human Beings

As required by Section 15065(a)(4) of the CEQA Guidelines, “A lead agency shall find that a project may have a significant effect on the environment and thereby require an EIR to be prepared for the project where there is substantial evidence, in light of the whole record, that any of the following conditions may occur: the environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly.” Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This standard relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could directly or indirectly affect human beings would be possible in all of the CEQA issue areas previously listed, those that could directly affect human beings include aesthetics, air quality, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, land use and planning, public services and utilities, transportation/traffic, water resources, wildfire hazards, and climate change, all of which are addressed in the appropriate sections of this EIR; refer to Table of Contents for specific section numbers. Refer to Section 5.1, Significant and Unavoidable Impacts, which discusses impacts there were determined to be significant and unavoidable with respect to adverse effects on human beings.

6.0 ALTERNATIVES

6.1 Introduction

The California Environmental Quality Act (CEQA) requires that Environmental Impact Reports (EIR) “describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives.” (Title 14 CCR § 15126.6 (State CEQA Guidelines).) The State CEQA Guidelines require that the EIR include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the project. If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative must be discussed, but these effects may be discussed in less detail than the significant effects of the project as proposed (State CEQA Guidelines § 15126.6[d]). The EIR is not required to consider every conceivable alternative to a project but is guided by a rule of reason. An EIR is not required to consider alternatives which are infeasible. State CEQA Guidelines section 15126.6(d) states that the EIR must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. Key provisions of the State CEQA Guidelines on alternatives (State CEQA Guidelines § 15126.6(a) through (f)) are summarized below to explain the foundation and legal requirements for the alternative’s analysis in the Draft EIR.

“The discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives or would be more costly.” (State CEQA Guidelines § 15126.6(b).)

“The specific alternative of ‘no project’ shall also be evaluated along with its impact.” (State CEQA Guidelines § 15126.6(e)(1).) “The no project analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation was published, at the time the environmental analysis is commenced, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the ‘no project’ alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.” (State CEQA Guidelines § 15126.6(e)(2).)

“The range of alternatives required in an EIR is governed by a ‘rule of reason’ that require an EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project.” (State CEQA Guidelines § 15126.6(f).)

“Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should

consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent).” (State CEQA Guidelines § 15126.6(f)(1).)

For alternative locations, “only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR.” (State CEQA Guidelines § 15126.6(f)(2)(A).)

“An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative.” (State CEQA Guidelines § 15126.6(f)(3).)

Range of Alternatives

The lead agency is responsible for selecting this range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. This section describes two alternatives to the Compass Northern Gateway Project (Project). These alternatives include the following:

Alternative 1: No Project Alternative

This alternative assumes no development would occur for the proposed 461,237 square feet (SF) of industrial warehousing within four buildings on three separate sites, totaling 25.90 total gross-acres. Project Site 1 would remain vacant undeveloped land, and a portion of Corsica Lane (unimproved). Project Site 2 would remain as vacant land, after the recent removal of a single-family residence and three outbuildings and the abandonment of a water well and septic system. Project Site 3 would remain as vacant land partially used for agricultural purposes in conjunction with the adjacent property to the south.

Alternative 2: Reduced Building Intensity Alternative

This alternative assumes a general 15 percent reduction in overall square feet of industrial warehousing within four buildings on the three separate sites. The Project’s total industrial SF would be reduced by approximately 69,185 SF, resulting a reduced total of 392,052 SF of industrial warehousing.

Alternatives were developed based on the following information provided by the Project applicant, the City of Menifee (City), and input received from comments on the Notice of Preparation (NOP). At first a larger group of alternatives was developed and after an initial review, the alternative was either retained for further analysis or discarded. Among the factors that may be considered when addressing the feasibility of alternatives, as described in State CEQA Guidelines § 15126.6(f)(1), are environmental impacts, site suitability, economic viability, availability of infrastructure, general plan consistency, regulatory limitations, jurisdictional boundaries, and whether the project proponent could reasonably acquire, control, or otherwise have access to an alternative site.

As discussed above, one of the main purposes of the range of alternatives is to discuss different projects that are capable of avoiding or substantially lessening significant effects, especially effects that are found to be significant and unavoidable. In the case of the Project, significant and unavoidable impacts were identified with respect to greenhouse gas (GHG) emissions. Despite consistency with the City’s General Plan, California Air Resources Board’s 2022 Scoping Plan, and Southern California Association of

Government's Connect SoCal, incorporation of all feasible mitigation measures and compliance with all applicable local, state, or federal regulations or laws, the Project's operational mitigated mobile source emissions would continue to exceed the SCAQMD MTCO_{2e} threshold.

Lastly, an EIR need not consider an alternative whose effects could not be reasonably identified, whose implementation is remote or speculative, and that would not achieve the basic Project objectives. The alternatives that were selected for additional consideration were chosen in accordance with the above listed CEQA Guidelines, represent a reasonable range of alternatives, are feasible, and will encourage discussion in a manner to foster meaningful public participation and informed decision making.

6.2 Project Objectives

As discussed above, one of the evaluation criteria for the alternative discussion is the ability of a specific alternative to attain most of the basic Project objectives. The basic Project objectives are listed in **Section 2.0: Project Description** and are as follows:

The following objectives have been established for the Project by the City and Project applicant:

1. Develop an industrial project that conforms to the City's General Plan and the Economic Development Corridor (EDC) – Northern Gateway land use designation.
2. Design and build a Class-A institutional quality industrial project that will attract high end tenants and increase the City's tax base.
3. Generate employment opportunities within the City.
4. Facilitate the movement of goods and services for the benefit of local and regional economic growth.
5. Improve the backbone infrastructure for future growth and prosperity of the surrounding benefit area that will serve the immediate and long term needs of the community.

6.3 Alternatives Rejected as Infeasible

State CEQA Guidelines Section 15126.6(c) states that an EIR should identify any alternatives that were considered by the lead agency but rejected because the alternative would be infeasible, fail to meet most of the basic project objectives, or unable to avoid significant environmental impacts. Furthermore, an EIR may consider an alternative location for the proposed Project but is only required to do so if significant project effects would be avoided or substantially lessened by moving the Project to another site and if the Project proponent can reasonably acquire, control, or otherwise have access to the alternative site.

In developing the Project and alternatives, consideration was given to the density of development that could meet Project objectives and reduce significant impacts. The anticipated significant impacts would result from the intensity of the development proposed. In developing a reasonable range of alternatives, an alternative site alternative was considered but removed from consideration for a variety of reasons. These alternatives and the reasons are discussed briefly below:

Alternative Site Alternative

The analysis of alternatives to the proposed Project must also address “whether any of the significant effects of the Project would be avoided or substantially lessened by putting the Project in another location.” (State CEQA Guidelines, § 15126.6(f)(2)(A).) Only those locations that would avoid or substantially lessen any of the significant effects of the Project need be considered. If no feasible alternative locations exist, the agency must disclose the reasons for this conclusion. (State CEQA Guidelines § 15126.6(f)(2)(B).) In this case, while it is feasible that an alternative site could be selected for the Project, an alternative site would entail either the same or new significant environmental effects as the Project. For example, development of the proposed Project on any suitable alternative site in or around the City may not avoid or substantially lessen the proposed Project’s impacts. This generally applies to impacts such as air quality impacts, greenhouse gas emissions, or transportation impacts that occur over a wider area than generally site-specific impacts such as those to aesthetic or biological resources. Additionally, impacts like these could be greater if the alternative site is located further away from a major transportation corridor or in areas with existing unacceptable traffic levels. Moreover, an alternative site that is adjacent to undeveloped lands could result in increased impacts on aesthetics and utilities due to increased service capacity and incongruous development, than a site, such as the Project that is surrounded by existing development.

Furthermore, viable alternative locations for the Project are limited to those that would feasibly attain most of the Project objectives. There are no other lots appropriately located and sufficient sized and owned by the Project applicant in the City and near a major transportation corridor that would satisfy the Project objectives and eliminate or reduce impacts from the Project. The Project is proposed to be located near major transportation routes with Interstate 215 (I-215) east of the Project and State Highway (SH) 74 west of the Project sites.

6.4 Alternatives to the Project

The alternatives listed below present a reasonable range of alternatives to the Project. The analysis in this section focuses on significant and unavoidable impacts attributable to each alternative and the ability of each alternative to meet basic Project objectives.

Alternative No. 1: No Project Alternative – The “No Project” Alternative allows decision-makers the ability to compare the impacts of approving the Project with impacts of not approving the Project by leaving the Project in its existing condition.

Alternative No. 2: Reduced Building Intensity Alternative – The “Reduced Building Intensity” Alternative presents a project variation in which the proposed warehouse buildings would be developed at a smaller scale, or a 15 percent reduction in square footage when compared to the proposed Project and would therefore create a less intense usage of the land area. Other components of the Project would remain.

6.5 Comparison of Alternatives

Per the State CEQA Guidelines Section 15126.6(d), additional significant effects of the alternatives are discussed in less detail than the significant effects of the Project as proposed. For each alternative, the

analysis below describes each alternative, analyzes the impacts of the alternative as compared to the Project, identifies significant impacts of the Project that would be avoided or lessened by the alternative, assesses the alternative's ability to meet most of the Project objectives, and evaluates the comparative merits of the alternative and the Project. The following sections provide a comparison of the environmental impacts associated with each of the Project alternatives, as well as an evaluation of each Project alternative to meet the Project objectives.

Alternative 1: No Project Alternative

State CEQA Guidelines § 15126.6, requires an evaluation of the “No Project” alternative for decision-makers to compare the impacts of approving a project with the impacts of not approving it. Alternative 1: No Project Alternative (Alternative 1) assumes that the Project sites would not be developed, which means there would be no warehousing facilities, landscape improvements, or surface lot improvements developed on the Project sites.

Although this alternative assumes “No Development” (as required by CEQA), this is considered a speculative assumption as the land is assumed to remain in private ownership (as there are no offers to purchase the land for public open space use). It is more likely that, eventually, the land would be developed with some form of industrial development in keeping with the City's General Plan land use, Economic Development Corridor (EDC) – Northern Gateway, and zoning classification, Economic Development Corridor-Northern Gateway (EDC-NG).

Alternative 1 Impact Comparison to the Project

Alternative 1 would avoid all potential significant impacts that could occur from Project construction and operation as, by definition, it assumes that no development would occur and therefore no grading, construction or operational traffic and related impacts such as GHG emissions occur. The lack of significant impacts associated with Alternative 1 would also remove the significant and unavoidable impacts associated with proposed Project implementation. Significant and unavoidable impacts associated with development of the proposed Project were identified in the GHG emissions environmental analyses.

Aesthetics

Under the No Project Alternative, the Project sites would remain in their current undeveloped state. However, as previously discussed, the Project's existing land use designation is “Economic Development Corridor (EDC) – Northern Gateway (see **Exhibit 2-3: Existing General Plan Land Use Designations**). The City's General Plan (GP) Land Use Map was amended March 23, 2023.¹ The Project's existing zoning classification is Economic Development Corridor-Northern Gateway (EDC-NG) (see **Exhibit 2-4: Existing Zoning**). The Project's proposed industrial uses are consistent with the existing zoning. The City's Zoning Map was amended March 23, 2023.² As such, similar uses could be developed on the site in the future. Until such time though, this alternative assumes that the Project sites would remain in its current state, vacant, undeveloped land that has been subject to a variety of anthropogenic disturbances associated

¹ City of Menifee. 2023. General Plan Land Use Map. Retrieved at: <https://www.cityofmenifee.us/DocumentCenter/View/11043/General-Plan-Land-Use-Map---December-2021> (accessed October 2023).

² City of Menifee. 2023. Zoning Map. Retrieved at: <https://www.cityofmenifee.us/DocumentCenter/View/11042/Zoning-Map---February-2022> (accessed October 2023).

with prior ground disturbance activities and discing. Therefore, under this Alternative, impacts regarding aesthetics, light, and glare would be less than significant; similar compared to the proposed Project.

The No Project Alternative would be environmentally superior to the Project regarding aesthetic impacts, as no increase in construction activities or the erection of building that could block views of the mountains would occur and as such no impacts in aesthetics would occur from Alternative 1.

Air Quality

Under Alternative 1, no potentially significant construction or operational emissions would occur. Additionally, by maintaining existing uses throughout the Project area, an increase in traffic-related air emissions would not occur. Therefore, overall air quality impacts would be reduced, and operation-related ROG and NO_x emissions would be avoided, and implementation of mitigation measures (**MM**)s **AQ-1** through **AQ-5** would not be required. Therefore, no impacts related to air quality would occur by Alternative 1.

Alternative 1 would result in no construction or operational emissions from the Project as it would not be developed and would presumably continue the existing uses in the Project sites. The continued use of the Project sites in their current state would lead to no change in anticipated emissions and would therefore remain at the current level of emissions generated.

The No Project Alternative would be environmentally superior to the Project regarding air quality impacts, as no increase in construction and traffic would occur and as such no impacts in air quality would occur from Alternative 1.

Biological Resources

The Project would result in a less than significant environmental impacts towards burrowing owls and nesting birds with **MMs BIO-1** and **BIO-2** implemented. Under this Alternative, none of the Project's impacts would occur, and no habitat modification would occur.

The No Project Alternative would be the environmentally superior alternative to the Project regarding biological resources, as no habitat, or plant or wildlife species would be modified nor impacted.

Cultural Resources

The Project would result in less than significant impact to a historical resource with implementation of **MM CUL-1** and implementation of Conditions of Approval (COA) COA-CUL-1 through COA-CUL-8 to avoid impact to archaeological resources and human remains. Under this Alternative, these potential Project impacts would be avoided, as no ground disturbing activities would occur. This Alternative would also avoid the Project's potential for disturbing historical resources and human remains, which is concluded to be less than significant through compliance with the established regulatory framework as outlined in **MM CUL-1** and COA-CUL-1 through COA-CUL-8.

The No Project Alternative would be environmentally superior to the Project regarding cultural resource impacts, as no site disturbance would occur and as such no impacts to cultural resources would occur.

Energy

Under the No Project Alternative, the Project would not be developed. The Project sites would remain in their existing condition, and as such, does not require or consume comparable energy in comparison to the proposed Project. Therefore, when compared to the proposed Project, no energy impacts associated with the No Project Alternative would occur.

The No Project Alternative would be environmentally superior to the Project regarding energy impacts, as no increase in energy consumption would occur from the site continuing in its existing condition.

Geology and Soils

The Project would result in a less than significant impact regarding the loss of topsoil, impacts from strong seismic activity, development on an unstable soil, and impacts on paleontological resources without mitigation measures implemented. Therefore, similar to the proposed Project, no geology impacts associated with the No Project Alternative would occur.

The Project sites are located in a region prone to strong seismicity, and is susceptible to seismic, geologic, and soils hazards. Implementation of the Project would naturally introduce potential hazards from significant geologic conditions that could result in the damage or loss of property and people. With implementation of **MMs GEO-1** and **GEO-2** would reduce significance levels. Under this alternative, impacts as described above would be fully avoided, with the exception being strong seismic ground shaking.

The No Project Alternative would be environmentally superior to the Project regarding geological, soils, and paleontological resources. The exposure of people to seismic, geologic, and soil hazards under the No Project Alternative would be infrequent, whereas the Project would expose people and structures to said hazards permanently.

Greenhouse Gas Emissions

The Project's significant and unavoidable GHG emissions impacts were associated with the exceedance of emissions thresholds in the operation phase of the Project regarding the generation of GHG emissions, would conflict with an applicable plan, policy or regulations, and would generate cumulative GHG emissions. Although mitigation is proposed to minimize the potential emissions impacts associated with Project implementation, emissions are still anticipated to exceed the City's 3,000 MTCO₂e maximum threshold **MMs AQ-1** through **AQ-5** and **MMs GHG-1** through **GHG-6**. Because emissions are anticipated to exceed allowable levels, the Project's emissions would also conflict with air quality goals in a manner that would be significant and unavoidable.

Alternative 1 would result in no operations emissions as a result of the Project since the Project would not be developed in this alternative. The existing, minimal emissions would continue. These emissions would be incorporated and accounted for in the City's long-range planning efforts and would therefore act as a baseline for the City's air quality goals.

The No Project Alternative would be environmentally superior to the Project regarding GHG emissions since no increase in GHG emissions would occur.

Hazards and Hazardous Materials

Hazardous and Hazardous Materials Impacts that include 1) increased safety risk to workers due to the transport, handling, and disposal of hazardous materials and waste 2) foreseeable or accidental release of hazardous materials 3) emissions of hazardous emissions to nearby schools 4) location on Cortese List of known hazardous material sites and 5) location near a nearby airport would all be less than significant level when associated with the proposed Project, with implementation of **MMs HAZ-1** through **HAZ-3**.

Under Alternative 1, all the previous impacts would be No Impact. As such, because Alternative 1 would not develop the Project or expose people or structures to the potential of any hazards, then the No Project Alternative would still be a superior alternative.

The No Project Alternative would be environmentally superior to the Project regarding hazards and hazardous materials, since no ground disturbing activities would occur, and no buildings or structures would be constructed or operated.

Hydrology and Water Quality

The proposed Project is anticipated to have a less than significant impact on violating water quality or waste discharge, altering existing drainage patterns, soil erosion with implementation of **MMs HYD-1** through **HYD-3**. Alternative 1 would eliminate both short-term and long-term impacts to water quality, since grading, excavation, or construction activities associated with the development of the site would be avoided. This Alternative would not alter current hydrologic conditions, compared to the development of the Project components nor increase the rate of stormwater runoff that would negatively affect the water quality. In addition, the “No Project” alternative would eliminate the need to seek discretionary permits as listed in **Section 4.9: Hydrology and Water Quality**. Regarding hydrology and water quality, Alternative 1 would be the superior alternative.

The No Project Alternative would be environmentally superior to the Project regarding hydrology and water quality, since no increase in stormwater capacity would occur, impervious surfaces would not increase, and land uses would not be added.

Land Use and Planning

The No Project Alternative would retain the Project sites in their current condition - the existing land use as predominately vacant lots with some residential would be retained and no warehouses or improvements would be constructed. The Project includes a Tentative Parcel Map (TPM), and a Plot Plan (PP). Under the No Project Alternative, existing land use would be maintained, removing the need for a TPM and PP. The Project would not divide an established community nor would the No Project Alternative.

The No Project Alternative would be environmentally superior to the Project regarding land use and planning, since no land uses would be added, and no land use entitlements would be required.

Noise

The proposed Project would have a less than significant impact on excess noise levels from construction machinery, demolition, site preparation, grading, and building construction. The Project would also implement **MM NOI-1** which includes the use of an 8-foot-high temporary noise barrier to reduce construction noise levels. The Project's operational noise levels would also be less than significant with implementation of **MM NOI-2** which would require the development of a 12-foot-high absorptive noise barrier along the eastern property line of Building 2 on Project Site 1. Additionally, the Project is anticipated to generate a less than significant vibration impact. Under Alternative 1, on-site noise levels would remain from the existing conditions. However, no short-term construction activity or Project operations would occur.

The No Project Alternative would be environmentally superior to the Project regarding noise and vibration. The short-term construction-related or long-term operational vehicular noise level and vibration increases associated with the Project would not occur.

Public Services

The proposed Project would not have an impact to public services with the payment of the applicable Development Impact Fees (DIF). Under Alternative 1, no warehouse buildings or associated improvements would be developed, and as such, no DIFs would be paid to the City of Menifee for various City services. However, there would be an increased need for police and fire services to account for the likely increase in workers occupying the mostly vacant Project sites. Additionally, maintaining the sites in their current condition would continue to be available for illegal dumping. Therefore, the No Project Alternative would be environmentally inferior when compared to the proposed Project.

Transportation

The Project would have a less than significant impact on transportation, specifically as it relates to a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Additionally, the Project would not have an impact or conflict with CEQA Guidelines § 15064.3.

Alternative 1 would not include the increase in traffic or VMT associated with the Project since the sites would not be developed under this Alternative. The existing transportation pattern would continue based on the existing conditions of the Project sites. However, under Alternative 1, the adjacent roadways would not receive street improvements. These improvements would create more efficient transportation routes and improve levels of service and VMT for the associated roadways. Under Alternative 1, those roadways would continue to operate at existing levels. Although the proposed Project is also not anticipated to create any significant impacts and is anticipated to provide infrastructure improvements to the general area, Alternative 1 would avoid any additional traffic in the meantime until the Project sites are developed by a different project.

The No Project Alternative would be environmentally superior to the Project regarding transportation impacts. No increase in construction and operational trips would occur under this Alternative.

Tribal Cultural Resources

The proposed Project would cause a less than significant impact to tribal cultural resources without mitigation measures. Implementation of **MM CUL-1** and compliance with COA-CUL-1 through COA-CUL-8 would further reduce the potential of impacts to tribal cultural resources.

The No Project Alternative would be environmentally superior to the Project regarding tribal cultural resources. There would be no potential for impacting tribal cultural resources since no ground disturbing activities would occur.

Utilities and Service Systems

Alternative 1 would not demand any more utilities or services than those currently being expended to service the site. Given the Project's scope and nature (i.e., warehouse construction and landscape maintenance), Project operations would create a demand for water, and increase wastewater and solid waste generation. This Alternative would greatly reduce the demand for water and wastewater, solid waste services, and gas and electricity services. Although the proposed Project would not create a significant impact on utilities and service systems, Alternative 1 would be environmentally superior to the Project regarding impacts to utilities and service systems since no additional utilities would be required to continue to operate the existing on-site uses.

The No Project Alternative would be environmentally superior to the Project regarding impacts to utilities and service systems. Temporary increases in utility demand and construction of utilities would not occur during construction, and neither would increase in services and utilities demand resulting from operation of the warehouses.

Alternative 1 Summary

Alternative 1 would not meet any of the Project objectives, as identified above as the Project sites would remain in its existing condition. The Project sites would not provide employment opportunities, would not facilitate the movement of goods, would not develop an industrial project/warehouse facilities that is Class-A and that would attract high-end tenants to increase the City's tax base.

Alternative 2: Reduced Building Intensity (15 Percent Reduction)

Alternative 2 assumes the proposed Project would undergo a 15 percent reduction in the overall square footage of the proposed warehouse buildings, removing approximately 69,185 SF, resulting in approximately 392,052 SF of industrial warehousing.

Alternative 2 Impact Comparison to the Project

Alternative 2 would minimize impacts related to the scale of the Project. Therefore, environmental impact areas such as aesthetics, energy, utilities and service systems, and wildfire hazards may see a nominal improvement regarding potential impact significance. However, these resource areas are anticipated to have a less than significant impact under the Project. Overall, the Project was able to achieve a less than significant impact with mitigation incorporated in all environmental impact areas except greenhouse gas emissions. These resources were anticipated to create significant and unavoidable impacts. An evaluation

of the impacts associated with the development of Alternative 2 (Reduced Building Intensity) are described below.

Aesthetics

Similar general aesthetics impacts would occur under Alternative 2 when compared to the proposed Project, because although the square footage would be reduced under Alternative 2, the general mass, scale, and height of the warehouse buildings would remain the same as the proposed Project. As such, comparable aesthetics impacts associated with Alternative 2 could be anticipated. As such, because the change would be negligible, it is anticipated that impacts from Alternative 2 would be equivalent to the proposed Project.

Alternative 2 would be environmentally equivalent to the Project regarding aesthetic impacts.

Air Quality

The Project would not conflict with established air quality plans for the region and pollutant generation. The Project would not 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 with implementation of mitigation.

Alternative 2 proposes the same land use as the Project although the square footage for the associated buildings would be reduced for Alternative 2. Presumably, this would reduce potential operational emissions through the reduced building areas. However, the majority of operational emissions stemmed from mobile sources such as vehicles and construction equipment. The vehicular traffic generated from the Project is not anticipated to be significantly reduced under Alternative 2. Operations of Alternative 2 is expected to be similar to the Project. Although under Alternative 2 that proposed uses would be reduced by 15 percent, because the Project's use would not be greatly reduced under Alternative 2.

Alternative 2 would be environmentally superior to the Project regarding air quality impacts because a slight decrease in construction and traffic would occur and a lesser air quality impact would occur from Alternative 2.

Biological Resources

Both Alternative 2 and the proposed Project would disturb the same footprint for construction, and as such, would result in similar biological resource impacts. As with the proposed Project, **MMs BIO-1** and **BIO-2** would be required to reduce biological resource impacts to a level of less than significant.

Alternative 2 would be an environmentally equivalent alternative compared to the Project regarding biological resources, as the same habitat, plant or wildlife species would be modified nor impacted.

Cultural Resources

Alternative 2 and the proposed Project would disturb the same footprint for construction, and as such, would result in similar cultural resource impacts. As with the proposed Project, implementation of **MM**

CUL-1 and COA-CUL-1 through COA-CUL-8 would be required to reduce cultural resource impacts to a level of less than significant.

Alternative 2 would be an environmentally equivalent alternative compared to the Project regarding cultural resources, as the same footprint would be modified or impacted.

Energy

Alternative 2 and the proposed Project would require energy during both the construction and operations phases of the Project, although Alternative 2 would require approximately 15 percent less energy to build and operate when compared to the proposed Project. When compared to the proposed Project, Alternative 2 would result in fewer energy-related impacts than the proposed Project. As such, the Reduced Building Intensity Alternative would be environmentally superior to the Project regarding energy impacts, as a decrease in energy consumption would occur compared to the proposed Project.

Geology and Soils

Both Alternative 2 and the proposed Project would disturb the same footprint for construction, and as such, would result in similar geology and soils impacts. As with the proposed Project, **MMs GEO-1** and **GEO-2** would be required to reduce geology and soils impacts to a level of less than significant. As such, similar impacts would also occur with implementation of Alternative 2.

Alternative 2 would be environmentally equivalent to the Project regarding geological, soils, and paleontological resources. The exposure of people to seismic, geologic, and soil hazards under this Alternative would be equivalent to the Project.

Greenhouse Gas Emissions

The Project's significant and unavoidable GHG impacts were associated with the exceedance of emissions thresholds in the operation phase of the Project regarding the generation of GHG emissions, would conflict with an applicable plan, policy or regulations and would generate cumulative GHG emissions. Although mitigation is proposed to minimize the potential emissions impacts associated with Project implementation, emissions are still anticipated to exceed the SCAQMD 3,000 MTCO_{2e} maximum threshold. Because emissions are anticipated to exceed allowable levels, the Project's emissions would also conflict with air quality goals in a manner that would be significant and unavoidable. For this impact, **MMs AQ-1** through **AQ-5** and **MMs GHG-1** through **GHG-6**, were proposed to reduce potential impacts, however, the Project was still found to exceed thresholds with mitigation. The Project's emissions stem largely from mobile source emissions.

Alternative 2 would likely reduce emissions impacts through a reduction in energy use in a smaller space. However, the usage rate of the Project sites would remain similar. Even with a reduction in energy use emissions, the mobile source emissions associated with vehicular travel would not be largely reduced. Therefore, Alternative 2 would likely remain in excess of the City's GHG emissions thresholds. The impact would be expected to remain a significant and unavoidable impact.

Alternative 2 would be environmentally superior compared to the Project regarding GHG emissions only because it will reduce the energy need by approximately 15 percent, but this reduction does not eliminate the significant and unavoidable impact generated by Alternative 2.

Hazards and Hazardous Materials

Alternative 2 and the proposed Project would disturb the same footprint, and as such, Alternative 2 would also result in less than significant impacts. As with the proposed Project, **MM-HAZ-1** through **HAZ-3** would be required to reduce hazards to a level of less than significant. As such, similar impacts would also occur with implementation of Alternative 2.

Alternative 2 would be environmentally equivalent to the Project regarding hazards and hazardous materials, since the same ground disturbing activities would occur, and buildings/structures would be constructed and operated on the same footprint.

Hydrology and Water Quality

Alternative 2 and the proposed Project would disturb the same footprint for construction, and as such, would result in similar hydrology and impacts. As with the proposed Project, **MMs HYD-1** through **HYD-3** would be required to reduce geology and soils impacts to a level of less than significant.

Alternative 2 would be environmentally equivalent to the Project regarding hydrology and water quality, since although lower, an increase in stormwater capacity would occur, impervious surfaces would increase, and land uses would be added.

Land Use and Planning

The Project requires a TPM, and PP. Alternative 2 would require the same entitlements. As such, Alternative 2 would be environmentally equivalent to the Project regarding land use and planning, since land uses would be added, and land use entitlements would be required.

Noise

Both the Alternative 2 and the proposed Project would generate noise and vibration during both the construction and operations phases of the Project, although Alternative 2 would likely generate approximately 15 percent less noise when compared to the proposed Project given the reduction in size. When compared to the proposed Project, Alternative 2 would result in fewer noise-related impacts than the proposed Project; however, it is anticipated that both Alternative 2 and the proposed Project would be less than significant.

Alternative 2 would be environmentally equivalent to the Project regarding noise and vibration, because the short-term construction-related or long-term operational vehicular noise level and vibration increases associated with the Project, although lower, would remain similar to the proposed Project.

Public Services

Both Alternative 2 and the proposed Project would require additional public service needs compared to the existing conditions on the site. Although Alternative 2 would require approximately 15 percent less public service needs when compared to the proposed Project given the reduction in size. When compared to the proposed Project, Alternative 2 would result in fewer public service impacts related impacts than the proposed Project and associated DIF would also be paid; however, it is anticipated these reductions would be nominal. Therefore, Alternative 2 would be environmentally equivalent when compared to the proposed Project.

Transportation

The Project would have a less than significant impact on transportation with mitigations incorporated specifically as it relates to a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Additionally, the Project would not have an impact or conflict with CEQA Guidelines § 15064.3.

Because the proposed Project was found to not have an impact on transportation and because Alternative 2 would further reduce the overall Project footprint by 15 percent, it is assumed that Alternative 2 would have a lesser impact than the proposed Project. Alternative 2 would be environmentally superior compared to the proposed Project.

Tribal Cultural Resources

The proposed Project would cause a less than significant impact to tribal cultural resources without mitigation measures. Implementation of **MM CUL-1** and compliance with COA-CUL-1 through COA-CUL-8 would further reduce the potential of impacts to any resources. Alternative 2 would disturb the same footprint and as such has the same potential to unearth tribal cultural resources. Because Alternative 2 would develop the site with the same use as the proposed Project, similar impacts would occur with implementation of the Alternative.

Alternative 2 would be environmentally equivalent to the Project regarding tribal cultural resources. There would be no potential for impacting tribal cultural resources with implementation of **MM CUL-1** and compliance COA-CUL-1 through COA-CUL-8.

Utilities and Service Systems

Alternative 2 would result in fewer utility and service system related impacts compared to the proposed Project. Alternative 2 would be environmentally superior compared to the proposed Project regarding impacts to utilities and service systems. Temporary increases in utility demand and construction of utilities would still occur during construction, and there would be an increase in services and utilities demand resulting from operation of the warehouses under Alternative 2, but these increases would be lower than with the proposed Project.

Alternative 2 Summary

Alternative 2 would likely lead to reduced impacts in aesthetics, land use and planning, energy, public services, and utilities and service systems. The smaller size of the warehouse building proposed in Alternative 2 would create a less distinct impact to aesthetic resources such as reduction in viewership of scenic vistas. A smaller building size would still be consistent with land use designations for the Project sites. Utility demand would be decreased due to the smaller building size as well, along with the associated fire hazards. Additionally, Alternative 2 would reduce air quality and GHG emissions and traffic by approximately 15 percent.

Alternative 2 would meet all of the Project Objectives. However, Alternative 2 does not maximize the City's benefits realized or achievement of the Project Objectives when compared to the proposed Project due to the reduced building square footage.

6.6 Environmentally Superior Alternative

An EIR is required to identify the environmentally superior alternative from among the range of reasonable alternatives that are evaluated. Section 15126.6 (e)(2) of the State CEQA Guidelines requires that an environmentally superior alternative be designated and states that if the environmentally superior alternative is the No Project alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

The environmentally superior alternative is Alternative 1: No Project Alternative. Because Alternative 1 would leave the Project sites essentially unchanged and would not have the operational impacts that would be associated with any of the other alternatives, Alternative 1 has fewer environmental impacts than the proposed Project or any of the other alternatives.

Section 15126.6(e)(2) of the State CEQA Guidelines states that if the "No Project" alternative is found to be environmentally superior, "the EIR shall also identify an environmentally superior alternative among the other alternatives. Aside from the No Project Alternative, Alternative 2 includes project features that would ultimately offset each other and ultimately have a similar environmental impact.

The context of an environmentally superior alternative is based on the consideration of several factors including the reduction of environmental impacts to a less than significant level, the Project objectives, and an alternative's ability to fulfill the objectives with minimal impacts to the existing site and surrounding environment. As such, the No Project Alternative would be the environmentally superior alternative because it would eliminate all of the potentially significant impacts of the proposed Project. However, while the No Project Alternative is the environmentally superior alternative, it is not capable of meeting any of the basic objectives for the Project or the General Plan.

Aside from the No Project Alternative, the environmentally superior Alternative to the proposed Project is the one that would result in the fewest or least significant environmental impacts. Based on the evaluation undertaken, it is assumed that Alternative 2: "Reduced Building Intensity" is the environmentally superior Alternative. This is an environmentally superior project alternative because it would reduce the project by 15 percent, including traffic generated by the project which would translate

to a potential 15 percent reduction in emissions affecting greenhouse gases. However, the 15 percent reduction does not generate a less than significant impact in greenhouse gas emissions.

Table 6-1: Comparison of Project Alternatives Environmental Impacts with the Project

EIR Resource Section	Alternatives		
	Project-Level of Impact After Mitigation	Alternative 1 No Project	Alternative 2 Reduced Building Intensity
Aesthetics	Less Than Significant	-	=
Air Quality	Less Than Significant	-	-
Biological Resources	Less Than Significant	-	=
Cultural Resources	Less Than Significant	-	=
Energy	Less Than Significant	-	-
Geology and Soils	Less Than Significant	-	=
Greenhouse Gas Emissions	Significant and Unavoidable	-	-
Hazards and Hazardous	Less Than Significant	-	=
Hydrology and Water	Less Than Significant	-	=
Land Use and Planning	Less Than Significant	-	=
Noise	Less Than Significant	-	=
Public Services	Less Than Significant	+	=
Transportation	Less Than Significant	-	-
Tribal Cultural Resources	Less Than Significant	-	=
Utilities and Service	Less Than Significant	-	-
Attainment of Project Objectives	Meets all of the Project Objectives	Meets none of the Project Objectives	Meets some of the Project Objectives
A plus (+) sign means the Project Alternative has more impacts compared to the proposed Project. A minus (-) sign means the Project Alternative has less impact compared to the proposed Project. An equal sign (=) means the Project Alternative has similar impact compared to the proposed Project.			

7.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

7.1 Introduction

Section 15128 of the California Environmental Quality Act (CEQA) Guidelines states that “an EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR.” This section briefly describes the Project’s effects found to have no impact or a less than significant impact based on the analysis conducted during the Draft Environmental Impact Report (EIR) preparation process. The Project is comprised of three detached sites referred to as “Project Site 1,” “Project Site 2,” and “Project Site 3,” but when not referring to each site separately, these three sites will be referred to hereafter as the “Project” or “Project Sites.” Since the release of the Notice of Preparation (NOP) on January 13, 2023, the Project’s design has changed. More specifically, APN 330-180-029 was removed from Project Site 1, and thus reduced the total proposed buildings from three to two, totaling 234,921 square feet (SF). However, to be conservative, this EIR (where applicable) analyzes the previous square footage of 265,821 SF between three buildings.

7.2 Agriculture and Forestry Services

Prime farmland is land that has the best combination of physical and chemical attributes that is conducive to sustained agricultural uses and production of the nation’s short- and long-term needs for food and fiber. Prime farmland is limited and therefore requires conservation when able. Unique farmland is classified as any farmland other than prime farmland that is used to generate high-value food and fiber crops, such as citrus, tree nuts, olives, cranberries, and other fruits and vegetables. Like prime farmland, unique farmland contains an adequate combination of physical and chemical attributes that is conducive to the growth of those high-value crops. Farmland of statewide importance is delineated by individual states and includes land that may not meet the standards of prime or unique farmland but is still able to be an area of significant production for a state.

Impact 7.2-1 ***Would the Project 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?***

Level of Significance: No Impact

Project Site 1 (Corsica Lane)

According to the City of Menifee (City) General Plan (Menifee GP) Exhibit OSC-5: Agricultural Resources¹ and the California Department of Conservation’s California Important Farmland Finder,² Project Site 1 is

¹ City of Menifee. (2013). *Menifee GP Exhibit OSC-5: Agricultural Resources*. Retrieved from: https://www.cityofmenifee.us/DocumentCenter/View/1086/ExhibitOSC-5_AgriculturalResources_HD0913?bidId= (accessed March 2023).

² California Department of Conservation. (2022). *California Important Farmland Finder*. Available at <https://maps.conservation.ca.gov/DLRP/CIFF/> (accessed March 2023).

classified as Farmland of Local Importance.³ Since the development of Project Site 1 would not convert land classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, no impact would occur.

Project Site 2 (Wheat Street)

According to the California Department of Conservation’s California Important Farmland Finder, Project Site 2 is classified as Other Land.⁴ Since the development of Project Site 2 would not involve the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, no impact would occur.

Project Site 3 (Evans Road)

According to Menifee GP Exhibit OSC-5: Agricultural Resources, Project Site 3 is classified as Farmland of Statewide Importance.⁵ However, the California Department of Conservation’s Important Farmland Finder, last updated in 2022, classifies Project Site 3 as Farmland of Local Importance.⁶ Although the Project would convert farmland to non-agricultural uses, the conversion of Farmland of Statewide for non-agricultural uses has already been analyzed as part of the approved Menifee GP EIR. Menifee GP EIR Section 5.2, Agricultural Resources, stated that agriculture is not among the list of permitted uses in the Economic Development Corridor. Furthermore, the City’s approved Menifee GP would convert 522 acres of agricultural land, including Farmland of Statewide importance within the City to non-agricultural uses. Since the loss of agricultural land was already accounted for in the approved Menifee GP EIR, and the Project site is no longer classified as Farmland of Statewide Importance, a less than significant impact would occur.

Impact 7.2-2 *Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

Level of Significance: No Impact

Project Sites 1, 2, and 3

Refer to Impact 7.2-1 above. Although the Project is within and or surrounded by land classified for agriculture uses by Menifee Exhibit OSC-5 and the California Department of Conservation’s Important Farmland Finder, the Project Sites are all zoned as Economic Development Corridor – Northern Gateway (EDC-NG). As stated in Impact 7.2-1, the Economic Development Corridor designation does not permit agricultural uses. Therefore, the Project Sites would be consistent with the goals and standards intended for the EDC-NG zone. Additionally, there are no lands within the City that are currently under a Williamson

³ City of Menifee. (2013). *Menifee GP Exhibit OSC-5: Agricultural Resources*. Retrieved from: https://www.cityofmenifee.us/DocumentCenter/View/1086/ExhibitOSC-5_AgriculturalResources_HD0913?bidId= (accessed March 2023).

⁴ California Department of Conservation. (2022). *California Important Farmland Finder*. Available at <https://maps.conservation.ca.gov/DLRP/CIFF/> (accessed March 2022).

⁵ City of Menifee. (2013). *Menifee GP Exhibit OSC-5: Agricultural Resources*. Retrieved from: https://www.cityofmenifee.us/DocumentCenter/View/1086/ExhibitOSC-5_AgriculturalResources_HD0913?bidId= (accessed March 2023).

⁶ California Department of Conservation. (2022). *California Important Farmland Finder*. Available at <https://maps.conservation.ca.gov/DLRP/CIFF/> (accessed March 2023).

Act contract.⁷ Therefore, the Project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and no impact would occur.

Impact 7.2-3 *Would the Project 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))?*

Level of Significance: No Impact

Project Sites 1, 2, and 3

The Project would occupy portions of the City which have been designated for as EDC-NG land use and zoning. According to the City's GP EIR, forest land in the City includes Southern Coast Live Oak Riparian Forest, Southern Cottonwood/Willow Riparian Forest, and Southern Sycamore/Alder Riparian Woodland. However, these vegetation types are limited and scattered throughout the City, and there is no forest zoning in the City.⁸ The Project Sites have been heavily disturbed from on-site disturbances (historic farming and disking activities) and existing development. Furthermore, none of these vegetation types are present on the Project Sites. Lastly, there is no forest or timberland present on the Project Sites. No impact would occur.

Impact 7.2-4 *Would the Project result in the loss of forest land or conversion of forest land to non-forest use?*

Impact 7.2-5 *Would the Project 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?*

Level of Significance: Less than Significant

Project Sites 1, 2, and 3

Due to the lack of existing active farmland, forest lands, timberlands, or areas zoned for agriculture on the Project site or immediately surrounding areas, development of the Project would not involve changes in the existing environment which, due to their location or nature, could result in conversion of existing farmland to non-agricultural use or conversion of forest land to non-forest use. Although Project Sites 1 and 3 are classified as Farmland of Local Importance, the existing EDC-NG zoning does not permit agricultural uses. Furthermore, operations for the Project would not involve logging, forestry, or agricultural uses. Overall, a less than significant impact would occur.

⁷ City of Menifee. (2013). *City of Menifee General Plan Draft EIR, Section 5.2: Agriculture and Forestry Resources*. page 5.2-5. Retrieved from: <https://www.cityofmenifee.us/DocumentCenter/View/1102/Ch-05-02-AG?bidId=> (accessed March 2023).

⁸ Ibid. Page 5.2-6.

7.3 Mineral Resources

Impact 7.3-1 *Would the Project 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?*

Level of Significance: No Impact

Project Sites 1, 2, and 3

The Project Sites and approximately one-third of the City is categorized as Urban Area. A small portion of the City, south of the intersection of Murrieta Road and McLaughlin Road, is classified as Mineral Resource Zone (MRZ)-1. MRZ-1 is defined as areas where available geologic information indicates that little likelihood exists for the presence of significant mineral resources.⁹ None of the Project Sites are not located in areas identified to contain mineral resources. Additionally, none of the existing uses include mineral refinement or mining and no mineral resources have been identified in or around the Project site. Therefore, no impact to mineral resources would occur.

Impact 7.3-2 *Would the Project 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?*

Level of Significance: No Impact

Project Sites 1, 2, and 3

See response to Impact 7.3-1 above. The Project Sites are located in a previously disturbed and partially developed portion of the City classified as Urban Area. The previous uses at the Project Sites did not include mining activities or mineral processing. Further, no active mining sites exist within the City, according to the California Department of Conservation's Mines Online mapper.¹⁰ Therefore, the Project would not interfere with any existing or potential mining activities. No impact would occur.

7.4 Population and Housing

Impact 7.4-1 *Would the Project induce substantial unplanned 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)?*

Level of Significance: Less than Significant

Project Sites 1, 2, and 3

The Project would have a beneficial effect on the City's employment base by developing three sites that are largely vacant with industrial/warehouse facilities with ancillary office space and mezzanine areas. Furthermore, the Project Sites would be served by existing public roadways that would be improved as

⁹ City of Menifee. (2013). *Menifee GP Exhibit OSC-3: Mineral Resource Zones*. Retrieved from: https://www.cityofmenifee.us/DocumentCenter/View/1084/ExhibitOSC-3_Mineral_Resource_Zones_HD0913?bidId= (accessed March 2023).

¹⁰ California Department of Conservation. (2016). *Mines Online*. Retrieved from: <https://maps.conservation.ca.gov/mol/index.html> (accessed March 2023).

part of the Project, and utility infrastructure would be installed beneath the public rights-of-way that abut the Project Sites. Given that the unemployment rate for Riverside County is approximately 3.7 percent,¹¹ it is reasonably assumed that the jobs would be filled by people living in the City and surrounding communities such as the cities of Perris and Murrieta. As a result, the Project would not be anticipated to induce substantial population growth in the Project area. Therefore, impacts associated with substantial, unplanned population growth would be less than significant.

Impact 7.4-2 ***Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?***

Level of Significance: Less than Significant

Project Sites 1, 2, and 3

No residential units currently exist on the Project Sites. The majority of the Project Sites consists of vacant, undeveloped land that has been subject to a variety of anthropogenic disturbances associated with prior ground disturbance activities including but not limited to discing. As such, the Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere; therefore, no impact would occur.

7.5 Recreation

Impact 7.5-1 ***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?***

Level of Significance: No Impact

Project Sites 1, 2, and 3

There are 15 City-owned parks and 22 Valley-wide owned parks available for public use within in the City.¹² The closest park to the Project Sites is Nova Park (located at Mays Court approximately 1.15 miles southeast of Project Site 1, approximately 1.19 miles southeast of the Project Site 2, and approximately 0.47 mile south of Project Site 3).¹³

The Project does not propose any residential development or other land uses that may generate population growth that would increase the use of this park or any existing neighborhood and regional parks or other recreational facilities. Implementation of the Project would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park. Therefore, no impact would occur.

¹¹ State of California Employment Development Department. (2023). *Local Area Unemployment Statistics (LAUS) - Riverside County*. Retrieved from: <https://data.edd.ca.gov/Labor-Force-and-Unemployment-Rates/Local-Area-Unemployment-Statistics-LAUS-Riverside-/f6zd-dtm5> (accessed March 2023).

¹² City of Menifee. (2022). *Parks*. Available at: <https://www.cityofmenifee.us/285/Parks> (accessed March 2023).

¹³ Ibid.

Impact 7.5-2 *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?*

Level of Significance: No Impact

Project Sites 1, 2, and 3

As stated in Impact 7.5-1 above, the Project does not propose, nor require, the construction or expansion of recreational facilities. Additionally, the Project does not include the subdivision of land for residential use and therefore is exempt from dedicating land or pay fees in lieu thereof, or combination of both, for park and recreational purposes (refer to Menifee Municipal Code (MC) Chapter 7.75: Parkland Dedication and Fees of the Menifee Municipal Code for detailed information).¹⁴ Implementation of the Project would not have an adverse physical effect on the environment as it pertains to construction/expansion of recreational facilities. Therefore, no impact would occur.

7.6 Wildfire

Impact 7.6-1 *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project substantially impair an adopted emergency evacuation plan?*

Level of Significance: No Impact

Project Sites 1, 2, and 3

According to CAL FIRE's Fire and Resource Assessment Program, FHSZ Viewer, the Project Sites are not located in or near State Responsibility Areas (SRA) or lands classified as very high fire hazard severity zones (VHFHSZ) in State Responsibility Area.¹⁵ The closest SRA and VHFHSZs are approximately 1.8 miles northwest of Project Site 1, approximately 1.85 miles west of Project Site 2, and 3.25 miles west of Project Site 3.¹⁶ The Project Sites are located in a Local Responsibility Area (LRA). Therefore, no impacts associated with the substantial impairment of an adopted emergency response plan would occur.

Impact 7.6-2 *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

Level of Significance: No Impact

Project Sites 1, 2, and 3

Refer to Impact 7.6-1 above. The Project is not located in or near an SRA and the Project does not contain lands classified as VHFHSZ. Therefore, the Project would not exacerbate wildfire risks or expose Project

¹⁴ City of Menifee. (2022). *Menifee MC Chapter 7.75 Parkland Dedication and Fees*. Retrieved from: https://codelibrary.amlegal.com/codes/menifee/latest/menifee_ca/0-0-0-28053#JD_Chapter7.75 (accessed March 2023).

¹⁵ <https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=4466cf1d2b9947bea1d4269997e86553>

¹⁶ The SRA is also classified as VHFHSZ so the distance is the same.

occupants to pollutant concentrations from a wildfire, or the uncontrolled spread of a wildfire. No impact would occur.

Impact 7.6-3 *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

Level of Significance: No Impact

Project Sites 1, 2, and 3

Refer to Impact 7.6-1 above. The Project is not located in or near an SRA and the Project does not contain lands classified as VHFHSZ. Therefore, the Project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. No impact would occur.

Impact 7.6-4 *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

Level of Significance: No Impact

Project Sites 1, 2, and 3

Refer to Impact 7.6-1 above. The Project is not located in or near an SRA and the Project does not contain lands classified as VHFHSZ. Therefore, the Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes associated with wildfires. No impact would occur.

8.0 EIR CONSULTATION AND PREPARATION

8.1 EIR Consultation

Lead Agency

City of Menifee

- Fernando Herrera, Associate Planner

8.2 List of Preparers

Kimley-Horn and Associates, Inc.

- Kevin Thomas, Project Director
- Kari Cano, Project Manager
- Meghan Karadimos, Environmental Analyst
- Aldo Perez, Environmental Analyst
- Sabrina Wallace, Environmental Analyst
- Amanda McCallum, Document Production Specialist

8.3 Technical Study Preparation

Air Quality and Mobile Source Health Risk Assessment

- Kimley-Horn and Associates, Inc.

Biological Resources

- ELMT Consulting, Inc.

Cultural Resources and Tribal Cultural Resources

- BCR Consulting LLC

Energy

- Kimley-Horn and Associates, Inc.

Geology and Soils

- LOR Geotechnical Group

Greenhouse Gas Emissions

- Kimley-Horn and Associates, Inc.

Hazards and Hazardous Materials

- Partner Engineering and Science, Inc.
- LOR Geotechnical Group

Hydrology and Water Quality

- CASC Engineering and Consulting

Noise

- Kimley-Horn and Associates, Inc.

Transportation

- Kimley-Horn and Associates, Inc.

Utilities and Service Systems

- Eastern Municipal Water District