ETHANAC AND BARNETT DEVELOPMENT PROJECT

INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

Lead Agency:
City of Menifee
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Menifee, CA 92586

Project Applicant:
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ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.

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February 2023

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1 INTRODUCTION

1.1 PURPOSE OF THE INITIAL STUDY

This Initial Study has been prepared in accordance with the following:

- California Environmental Quality Act (CEQA) of 1970 (Public Resources Code Sections 21000 et seq.); and
- California Code of Regulations, Title 14, Division 6, Chapter 3 (State CEQA Guidelines, Sections 15000 et seq.).

Pursuant to CEQA, this Initial Study has been prepared to analyze the potential for significant impacts on the environment resulting from implementation of the proposed Project. As required by State CEQA Guidelines Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency, the City of Menifee, in consultation with other jurisdictional agencies, to determine if a Mitigated Negative Declaration (MND) or an Environmental Impact Report (EIR) is required for the project.

This Initial Study informs City of Menifee decision-makers, affected agencies, and the public of potentially significant environmental impacts associated with the implementation of the Project. A "significant effect" or "significant impact" on the environment means "*a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project*" (Guidelines §15382). As such, the MND's intent is to adhere to the following CEQA principles:

- Provide meaningful early evaluation of site planning constraints, service and infrastructure requirements, and other local and regional environmental considerations. (Pub. Res. Code §21003.1)
- Encourage the applicant to incorporate environmental considerations into project conceptualization, design, and planning at the earliest feasible time. (State CEQA Guidelines §15004[b][3])
- Specify mitigation measures for reasonably foreseeable significant environmental effects and commit Menifee and the applicant to future measures containing performance standards to ensure their adequacy when detailed development plans and applications are submitted. (State CEQA Guidelines §15126.4)

Existing Plans, Programs, or Policies (PPPs)

Throughout the impact analysis in this Initial Study, reference is made to requirements that are applied to all development on the basis of federal, state, or local law, and Existing Plans, Programs, or Policies currently in place which effectively reduce environmental impacts. Existing Plans, Programs, or Policies are collectively identified in this document as PPPs. Where applicable, PPPs are listed to show their effect in reducing potential environmental impacts. Where the application of these measures does not reduce an impact to below a level of significance, a project-specific mitigation measure is introduced.

1.2 DOCUMENT ORGANIZATION

This IS/MND includes the flowing sections:

Section 1.0 Introduction

Provides information about CEQA and its requirements for environmental review and explains that an Initial Study/MND was prepared by the City of Menifee to evaluate the proposed Project's potential to impact the physical environment.

Section 2.0 Project Setting

Provides information about the proposed Project's location.

Section 3.0 Project Description

Includes a description of the proposed Project's physical features and construction and operational characteristics.

Section 4.0 Discretionary Approvals

Includes a list of the discretionary approvals that would be required by the proposed Project.

Section 5.0 Environmental Checklist

Includes the Environmental Checklist and evaluates the proposed Project's potential to result in significant adverse effects to the physical environment.

Section 6.0 Document Preparers and Contributors

Includes a list of the persons that prepared this IS/MND.

2 PROJECT SETTING

2.1 PROJECT LOCATION

The Project site is located in the northern portion of the City of Menifee within the County of Riverside. The site is proposed on APNs 331-060-036 and 331-060-021, which includes 13.89 acres south of Ethanac Road and west of Barnett Road. Regional access to the Project site is provided by Interstate 215 (I-215) off the Ethanac Road exit. The Project site and surrounding area is pictured in Figure 2-1, *Regional Location*. Local access is available from Ethanac Road and Barnett Road as shown in Figure 2-2, *Local Vicinity*. An aerial view is shown in Figure 2-3, *Aerial View*.

2.2 EXISTING PROJECT SITE

The Project site is vacant and undeveloped. The site is an irregular shape and consists of low vegetation, including natural grasses and weeds. The site is relatively flat throughout. A drainage channel runs along the western boundary of the site, with an inlet structure located just south of Ethanac Road. Figure 2-4, *Site Photos* show the existing conditions.

2.3 EXISTING GENERAL PLAN AND ZONING DESIGNATIONS

The Project site has a land use designation of Economic Development Corridor (EDC) and is zoned Economic Development Corridor – Northern Gateway (EDC-NG). Areas designated as EDC provide for development of primarily nonresidential uses, with residential uses provided as a supporting land use. The EDC-NG area is envisioned as an industrial park area with more intensive industrial uses (less office) than planned for other EDC areas. The area provides a buffer between surrounding commercial/residential uses in Perris to the north and residential uses to the south of McLaughlin.

2.4 SURROUNDING LAND USE, GENERAL PLAN AND ZONING DESIGNATIONS

The Project site is located within a predominately developed area. The surrounding land uses are described in Table 2-1.

Table 2-1: Surrounding Existing Land Uses and Zoning Designations

	Existing Land Use	**General Plan Designation**	**Zoning Designation**
North	Vacant with drainage facilities and a Circle K gas station directly northeast of the site (City of Perris)	Green Valley Specific Plan (GV-SP) – Multi-Family Residential (City of Perris)	Green Valley Specific Plan (GV-SP) – Multi-Family Residential (City of Perris)
West	Vacant (and drainage channel)	Economic Development Corridor – Northern Gateway (EDC-NG)	Economic Development Corridor – Northern Gateway (EDC-NG)
South	Vacant (and drainage channel) SCE Utilities further south	Economic Development Corridor (EDC) (Public Utility Corridor [PUC] further south)	Economic Development Corridor (EDC) (Public Utility Corridor [PUC] further south)

	Existing Land Use	General Plan Designation	Zoning Designation
East	Vacant and 76 gas station (City of Perris)	Commercial Community (CC) (City of Perris)	Commercial Community (CC) (City of Perris)

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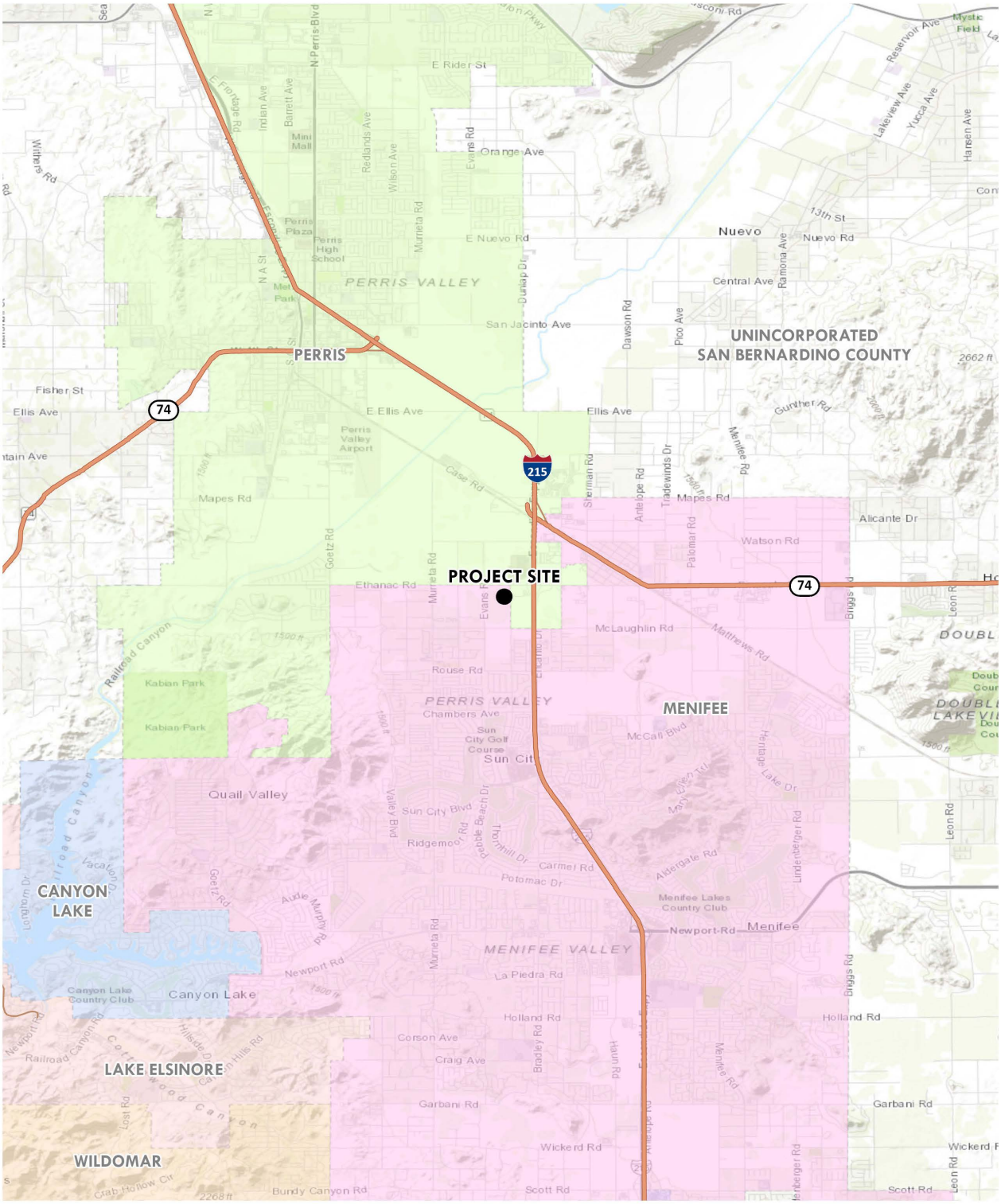
Regional Location



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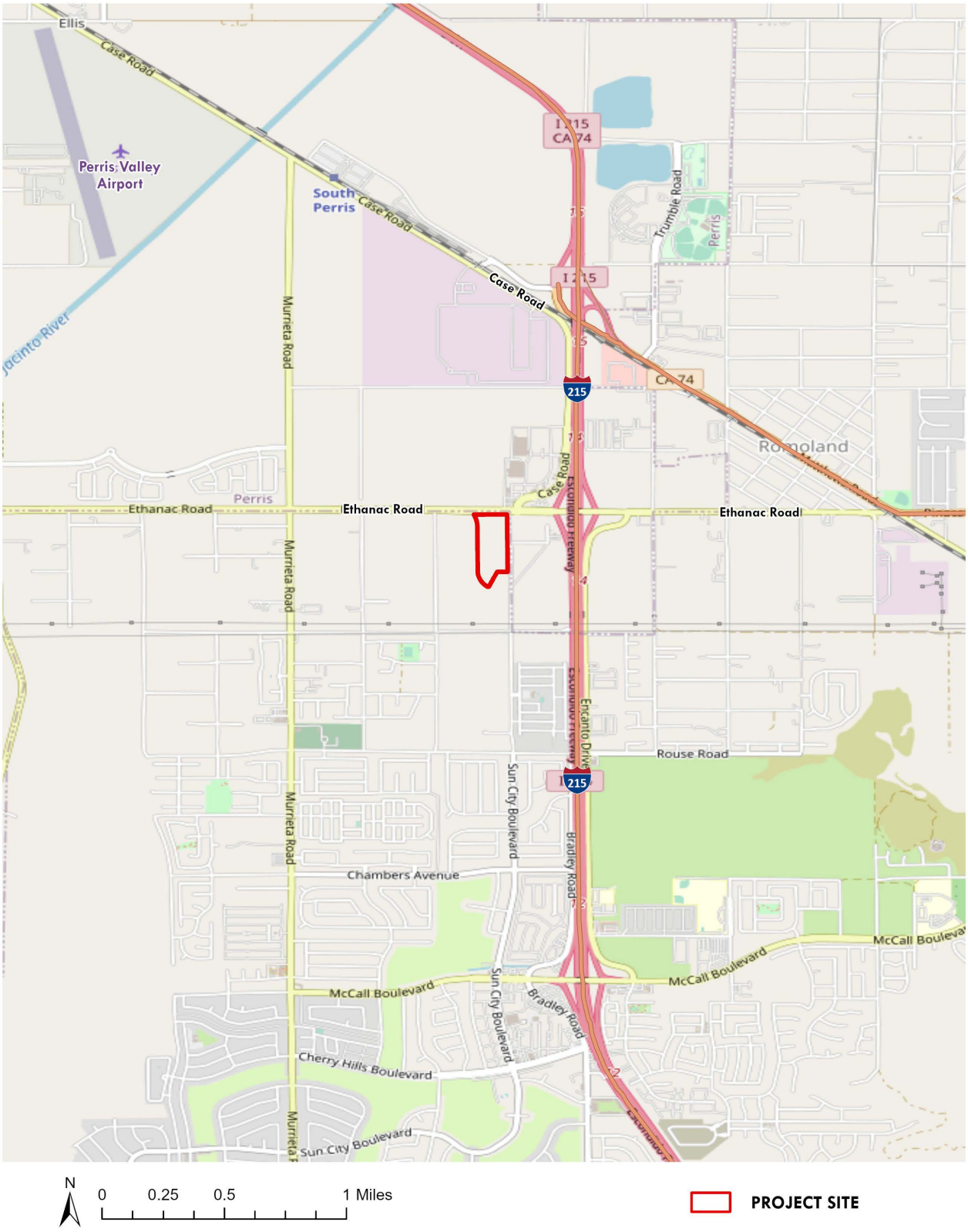
Local Vicinity



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Aerial

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Site Photos

View of the site looking southbound from Ethanac Rd.

Veiw from the east side of the site from Barnett Rd.

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3 PROJECT DESCRIPTION

3.1 PROJECT OVERVIEW

The Project includes construction of two industrial buildings of about the same size, totaling approximately 251,133 square feet (SF). Building A would be 125,568 SF and Building B would be 125,565 SF. Each building would include 12,496 SF of manufacturing use and 10,000 SF of office use. The Project includes the construction of associated parking, landscaping, and utility improvements to serve the site. The proposed site plan is shown in Figure 3-1, *Conceptual Site Plan*.

The proposed buildings would be a maximum of 42 feet and 6 inches high. The proposed elevations are shown in Figure 3-2, *Elevations*. A total of 32 dock-high doors and 4 grade level doors are proposed. The dock doors would be placed along the southern side of each building. Offices are proposed in the southwest and southeast corners of each building.

The Project site would include an approximately 25-foot setback from Ethanac Road and Barnett Road. A 5-foot landscaped setback would be provided between the proposed parking lot and the flood control channel along the west side of the Project site. The Project site would be setback approximately 85 feet from the western property line and a minimum of 84 feet from the southern property line, adjacent to the vacant property located directly southwest of Ethanac and Barnett Road (APNs 331-060-034 and -035).

Architectural Treatments

Proposed buildings would be colored concrete tilt-up with sandblast concrete and stone veneer wall treatments. Building colors would be beige with cream and brown accents. Corner entrances of the buildings would include decorative glass facades with metal caps and canopies. The parapets vary from a 38 feet in height to a maximum of 42 feet and six inches, and cutouts with formliner panels would be provided along the long sides of the proposed buildings to create variety in scale and texture.

Access and Circulation

As shown in Figure 3-1, *Conceptual Site Plan*, four driveways would provide access to the Project site from Barnett Road and Ethanac Road. Three driveways would be provided along Barnett Road, including one shared driveway, and one shared driveway would be provided along Ethanac Road. Drive aisles would extend past the proposed buildings and continue around the west side of the buildings. The shared driveway off Ethanac Road would be 45-feet-wide and the shared driveyway off Barnett Road would be 40-feet-wide. The two non-shared driveyways off Barnett Road would be 36-feet-wide. Drive aisles would be 30-feet-wide. Truck traffic is anticipated to access the site from Ethanac Road, which is a designated truck route. Additionally, the Project would include frontage street improvements associated with Barnett Road and Ethanac Road.

Parking

A total of 414 passenger vehicle stalls would be provided for employees and visitors in surface lots to the north and south of the proposed buildings, as well as along the rear perimeter of proposed buildings accessible via proposed driveways. Parking would include clean air/vanpool and future electric vehicle parking spaces, as well as bicycle parking. Parking would meet the requirements of the City's Zoning and Development Code, as outlined in Table 3-1 below.

Table 2: Parking Summary

Type of Parking	Required	Quantity
Standard Parking Spaces	338	405
Accessible Parking Spaces	-	9
Total Automobile Parking	**338**	**414**

Landscaping

Landscaping comprises approximately 15 percent (minimum 10 percent required) of the total site area, consistent with the City's Development Code . A 25-foot landscaped buffer would separate the Project site from surrounding roadways and a 5-foot to 10-foot landscaped buffer would be included along the western and southern boundaries of the Project site. Additionally, approximately 10 percent of parking area would be landscaped. Parking lot landscaping would include perimeter planters, planters abutting parking lots and drive aisles, tree planting for parking shade, and a combination of continuous planting strips, planting fingers and parking islands throughout the parking lot. Landscaping would be comprised of drought-tolerant shrubs and ground cover and evergreen and deciduous trees. Figure 3-3, *Landscape Plan,* shows the proposed landscaping for the Project site.

Fencing and Walls

The two southern entrances on Barnett Road would include 12-foot-high screen walls and security gates setback from the roadway. Another set of screen walls and gates would be constructed on the western sides of the dock door aisles. A 12-foot-high screen wall would enclose the southernmost building truck court as well.

Infrastructure Improvements

Drainage

Runoff from the site generally sheet flows in a westerly direction towards an existing flood control master drainage plan (MDP) channel (a.k.a. Romoland Line A). The Project would implement three modular wetland systems (MWS) along the westerly edge of the Project site. The proposed system would be an "off-line system," meaning there would be a low-flow diversion pipe (from the mainline storm drain system) into the proposed MWS, while the excess flows (above the water quality low-flows) would bypass the MWS and outlet to the MDP Romoland Line A channel. Additionally, landscaping would be provided throughout the Project site. Where applicable, runoff from paved area would be directed towards landscape area in an effort to promote incidental infiltration and preserve the infiltration capacity of the Project site.

Stormwater quality treatment control Best Management Practices (BMPs) and storm drain facilities would be implemented as part of the frontage street improvements along Ethanac Road and Barnett Road, and runoff would discharge into the existing MDP Romoland Line A channel. In order to convey the flows from portions of Barnett Road and offsite parcels east of Barnett Road, a connector storm drain pipe would be provided along Barnett Road. The downstream MDP Line A-13 was recently approved by Riverside Flood Control and Water Conservation District (RCFC & WCD) and is anticipated to be constructed by others in 2022. Run-on from parcels northeast and southeast of the Project site would be conveyed via "bypass" storm drain facilities (one near the northerly edge and the other one near the southeasterly edge) towards the existing MDP Romoland Line A Channel.

3.2 GENERAL PLAN AND ZONING

The Project is consistent with the General Plan Designation of Economic Development Corridor (EDC) which includes a mixture of residential, commercial, office, industrial, entertainment, educational, and/or recreational uses. In general, areas designated EDC are envisioned to develop primarily as nonresidential uses, with residential uses playing a supporting role. The Project is zoned as Economic Development Corridor – Northern Gateway (EDC-NG).

3.3 CONSTRUCTION AND PHASING

Construction activities for the Project would occur over one phase and in the following stages: (1) demolition and removal of existing structures, foundations, asphalt/pavement, utilities, and other subsurface improvements; (2) grading and excavation; (3) site preparation, which includes clearing any remaining infrastructure, utilities, and trenching for the new utilities and services; (4) building construction; and (5) landscape installation, paving, and application of architectural coatings. Demolition is expected to begin September 2023 and construction would last through August 2024 (11-month duration). The Project is expected to open in 2024. Since the Project site is outside of one-fourth mile radius from an occupied residence, construction shall be permitted Monday through Saturday and prohibited on Sunday, or nationally recognized holidays unless approval is obtained from the City Building Official or City Engineer, pursuant to the City's Municipal Code Section 8.01.010.

The Project would require the export and import of approximately 17,776 cubic yards of material, and earthwork would be balanced. Construction activities include removal and re-compaction of soils to a depth of one foot below existing grade.

3.4 OPERATIONAL CHARACTERISTICS

The Project would be operated as an industrial two-unit warehouse. Typical operational characteristics include employees and customers traveling to and from the site, delivery of materials and supplies to the site, truck loading and unloading, and manufacturing activities. The Project is anticipated to operate 7 days a week 24 hours a day.

3.5 DISCRETIONARY APPROVALS, PERMITS, AND STUDIES

The following discretionary approval, permits, and studies are anticipated to be necessary for implementation of the proposed Project:

- Development Plan (Plot Plan) Approval
- Adoption of this Mitigated Negative Declaration with the determination that the MND has been prepared in compliance with the requirements of CEQA.
- Approvals and permits necessary to execute the proposed Project, including but not limited to, demolition permit, grading permit, building permit, etc.

Other Agencies

- Encroachment Permit from the Riverside County Flood Control and Water Conservation District

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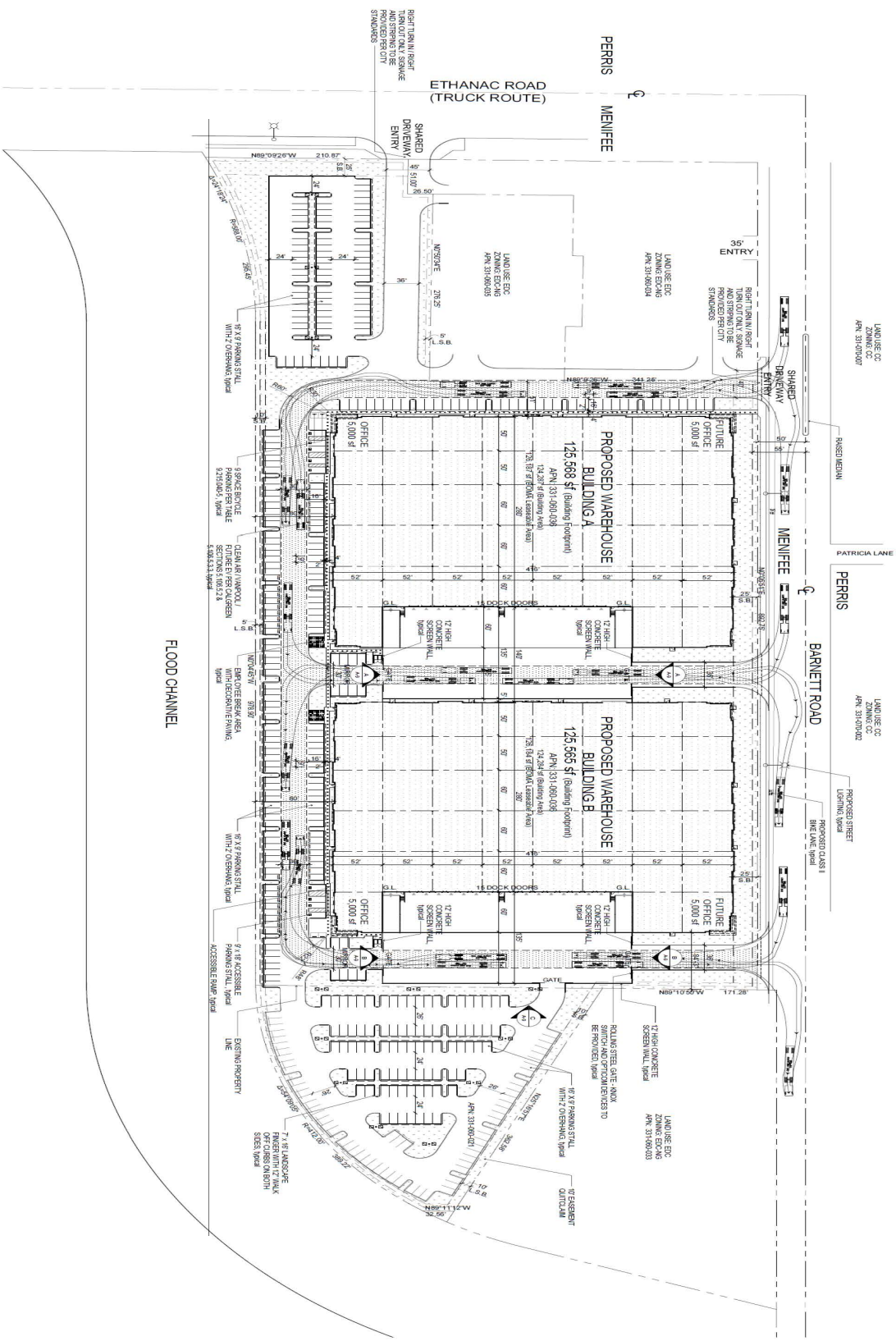
Conceptual Site Plan



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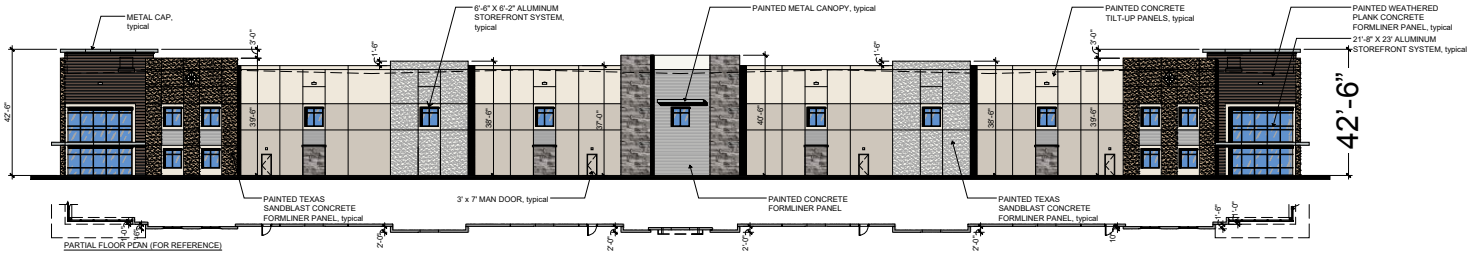
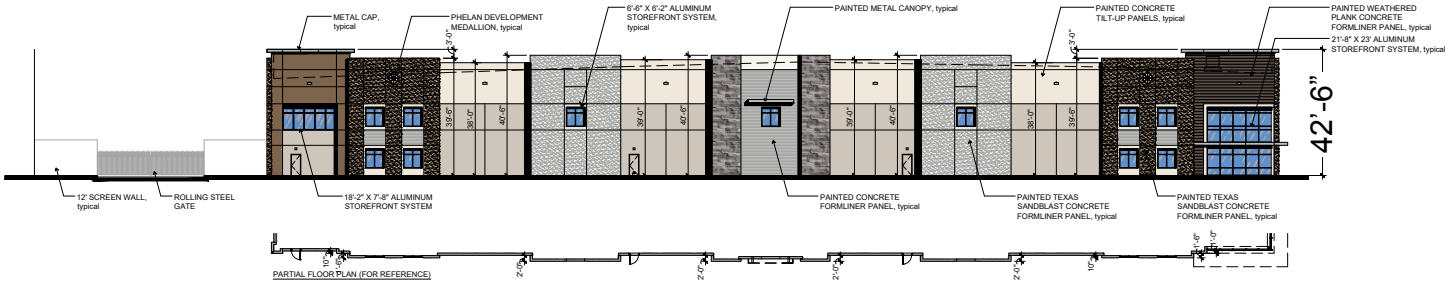
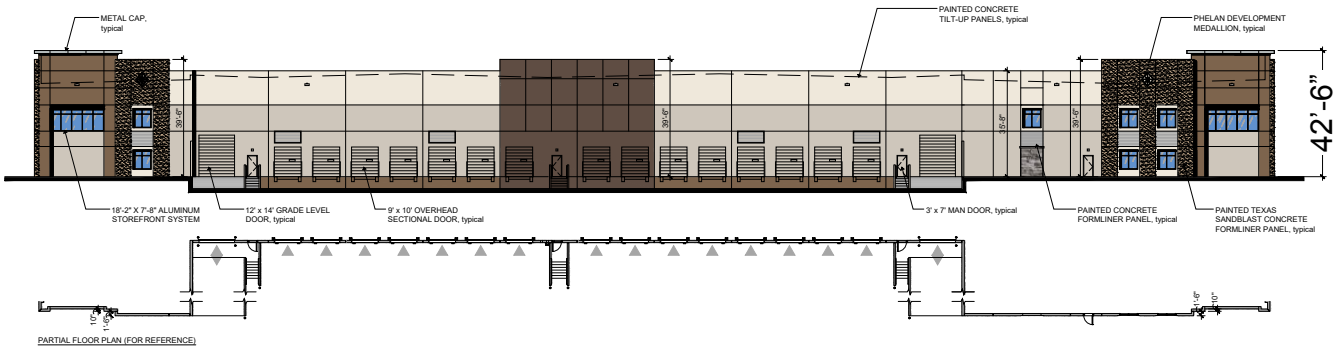
Elevations



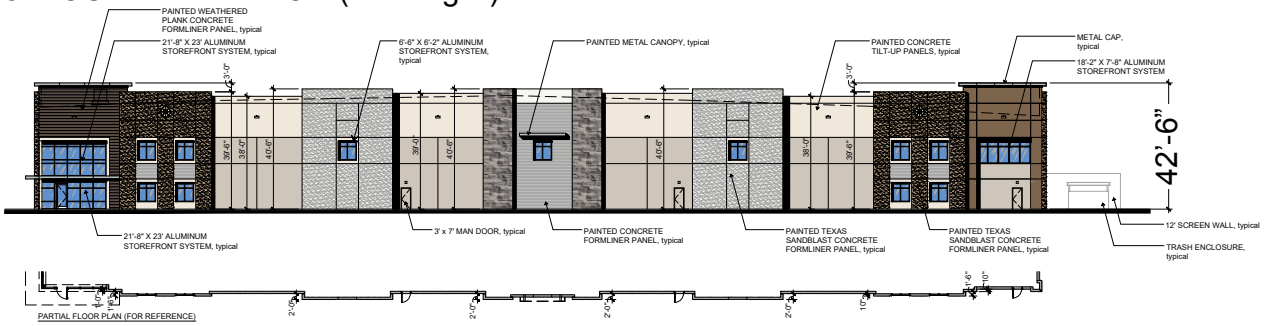
1. NORTH ELEVATION (Building A)



2. EAST ELEVATION (Building A)



3. SOUTH ELEVATION (Building A)



4. WEST ELEVATION (Building A)

P-1	TILT-UP CONCRETE WALL PANEL FIELD COLOR SHERWIN WILLIAMS / HIGH REFLECTIVE WHITE / SW 7757	P-5	TILT-UP CONCRETE WALL PANEL ACCENT COLOR SHERWIN WILLIAMS / TEA CHEST / SW 6103
P-2	TILT-UP CONCRETE WALL PANEL FIELD COLOR SHERWIN WILLIAMS / CREAMY / SW 7012	P-6	TILT-UP CONCRETE SCREEN WALL PANEL ACCENT COLOR - SHERWIN WILLIAMS / ROOKWOOD DARK BROWN / SW 2808
P-3	TILT-UP CONCRETE WALL PANEL ACCENT COLOR SHERWIN WILLIAMS / WORLDLY GRAY / SW 7043	VG-1	VITRO - VISTACOOL PACIFICA GLASS WITH SOLARBAN 60 CLEAR ANODIZED ALUMINUM MULLIONS
P-4	TILT-UP CONCRETE WALL PANEL ACCENT COLOR SHERWIN WILLIAMS / LATTE / SW 6108	S-1	TILT-UP CONCRETE WALL PANEL STONE VENEER EL DORADO STONE - STACKED STONE "SILVER LINING"

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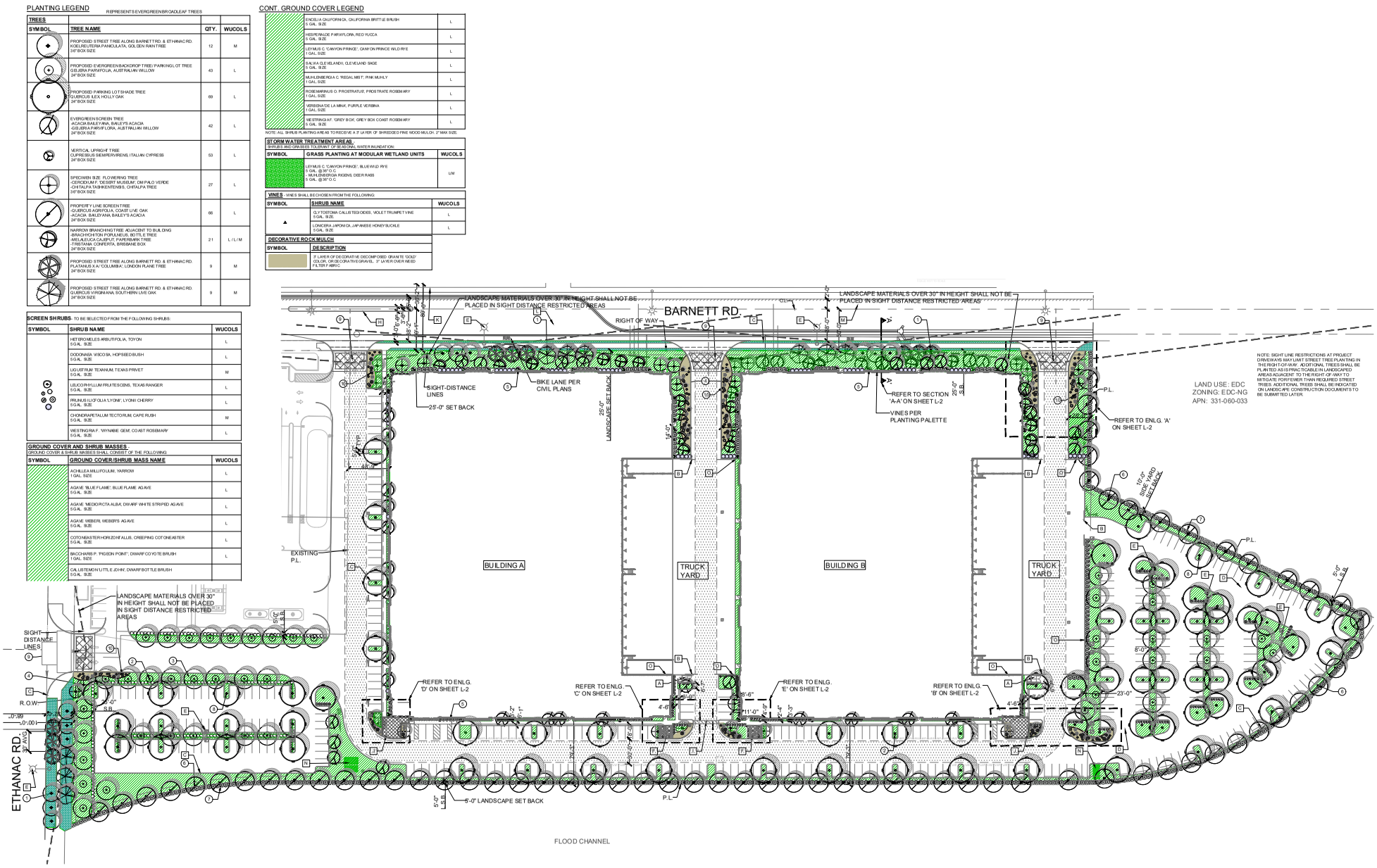
Landscaping Plan



Ethanac & Barnett Warehouses
City of Menifee

Figure 3-3

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ENVIRONMENTAL CHECKLIST

This section includes the completed environmental checklist form. The checklist form is used to assist in evaluating the potential environmental impacts of the proposed Project. The checklist form identifies potential project effects as follows: 1) Potentially Significant Impact; 2) Less Than Significant with Mitigation Incorporated; 3) Less Than Significant Impact; and 4) No Impact. Substantiation and clarification for each checklist response is provided in Section 5 (Environmental Evaluation). Included in the discussion for each topic are standard condition/regulations and mitigation measures, if necessary, that are recommended for implementation as part of the proposed Project.

3.6 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

Environmental Factors Potentially Affected

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

4 DETERMINATION

(To be completed by the Lead Agency) on the basis of this initial evaluation

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

Signature	Date
	City of Menifee
Printed Name	For

EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than

significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross-referenced).

5) Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(d). In this case, a brief discussion should identify the following:

   (a) Earlier Analysis Used. Identify and state where they are available for review.

   (b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   (c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The analysis of each issue should identify: (a) the significance criteria or threshold used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significance.

5 ENVIRONMENTAL CHECKLIST QUESTIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Except as provided in Public Resources Code Section 21099 would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) 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?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

a) Have a substantial adverse effect on a scenic vista?

Less than Significant Impact. Scenic vistas consist of expansive, panoramic views of important, unique, or highly valued visual features that are seen from public viewing areas. This definition combines visual quality with information about view exposure to describe the level of interest or concern that viewers may have for the quality of a particular view of visual setting.

There are no officially designated scenic vistas within the City. According to the Menifee General Plan Draft Environmental Impact Report, scenic features within the City include gently sloping alluvial fans, rugged mountains and steep slopes, mountain peaks and ridges, rounded hills with boulder outcrops, farmland and open space (City of Menifee 2013). Within the City, scenic views include long distance views of 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. Additionally, the Canyon Lake Reservoir lies next to the west City boundary.

The Project site is within a partially developed area of the City of Menifee. The site is surrounded by vacant land to the east, west, and south and a drainage facility to the north. A large shopping center, Perris Crossings, is located to the northeast across Ethanac Road. Long distance views of the surrounding San Bernardino, San Gabriel and Santa Ana Mountains are available to motorists and

pedestrians along Ethanac Road and Barnett Road, as well as across the undeveloped site. However, there are no officially designated scenic vistas within the vicinity of the Project site.

The Project would be developed in accordance with the City's design guidelines, Municipal Code standards, and General Plan Policies, which regulate building height and intensity. The Project includes two buildings, which would be a maximum of 42 feet and 6 inches high. The Project site would include approximately a 25-foot setback from Ethanac Road and Barnett Road. A 5-foot landscaped setback would be provided between the proposed parking lot and the flood control channel along the west side of the project site. The project site would be setback approximately a 5-foot landscaped setback and 80-foot building setback from the property to the west and a 10-foot setback from the parcel within the southwest corner of the Project site. The buildings' massing, height, and setbacks would limit views directly across the Project site when pedestrians and vehicles are immediately passing the site; however, long distance public views of surrounding mountains would continue to be afforded to pedestrians and drivers traveling east/west along Ethanac Road and north/south along Barnett Road.

Therefore, implementation of the proposed Project would not substantially impact a scenic vista, nor substantially degrade the availability of existing views of the San Bernardino, San Gabriel and Santa Ana Mountains. Therefore, impacts would be less than significant, and no mitigation is required.

b) Substantially damage scenic resources, including, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less than Significant Impact. There are no officially designated State Scenic Highways in the City of Menifee (City of Menifee 2013). A portion of State Route 74 (SR 74) is considered an "Eligible State Scenic Highway – Not Officially Designated" by the California Department of Transportation (Caltrans 2022). The Project site is located approximately 1.3 miles west of SR 74. The Project would be designed and developed in accordance with the City's Design Guidelines, Municipal Code Standards, and in compliance with General Plan policies. Implementation of the Project would not result in damage to any scenic resources including trees, rock outcroppings, and historic buildings within a State Scenic Highway since there are no designated State Scenic Highways within the City. Therefore, impacts related to scenic resources within a state scenic highway are considered less than significant.

c) 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 Impact. The Project site is located within a partially developed area of the City of Menifee, surrounded by vacant land and commercial uses. The proposed Project would construct a new warehouse facility with related improvements that would be consistent with the General Plan and City's Municipal Code. The Project would meet site design requirements including but not limited to setbacks, building heights, parking, and landscaping as shown in Table AES-1 below. The Project's compliance with building code requirements would be verified during the City's plan check and permitting process. Furthermore, as discussed above, long distance public views of surrounding mountains would continue to be afforded to pedestrians and drivers traveling east/west along Ethanac Road and north/south along Barnett Road. As a result, the warehouse would not substantially degrade the existing visual character or quality of public views of the site

and its surroundings and impacts related to scenic quality within the urbanized environment would be less than significant.

Table AES- 1: Consistency with Development Standards

Development Feature	EDC-NG Zoning Requirement	Proposed Project Consistency
Minimum Lot Area	15,000 SF	**Consistent.** The proposed Project site is 604,973 SF.
Maximum FAR	1.0	**Consistent.** The proposed Project would have a FAR of 0.42.
Building Height	100' max	**Consistent.** The proposed Project would be 42'6" in height.
Setbacks	Front Yard: 25' min Street Side Yard: 15' min Interior Side Yard: 0' min or N/A Rear Yard: 10'min	**Consistent.** The Project would be set back 25-feet from Ethanac Road and Barnett Road. A 5-foot landscaped setback would be provided between the proposed parking lot and the flood control channel along the west side of the Project site. The Project would be setback 80 feet from the west property line and a minimum of 84 feet from the southerm property line.
Landscaping	10%	**Consistent.** The Project would include 2.2 acres (15.28% or 92,456 SF) of landscaping.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less than Significant Impact. The Project site is located within a partially developed area of the City of Menifee. Existing sources of light in the vicinity of the Project site includes: street lights, parking lot lighting, building illumination, security lighting, landscape lighting, and lighting from building interiors that pass through windows.

The Mt. Palomar Observatory is located at 35899 Canfield Road, Palomar Mountain, approximately 30 miles southeast of the Project site in San Diego County. The observatory requires dark nighttime sky with minimal amount of lighting glare generated by development to operate. To minimize impacts of lighting on the Mount Palomar Observatory, the City implements Section 6.01 of the Municipal Code to regulate light pollution. Lighting to be installed at the Project site would be designed in conformance with this policy and all applicable standards in the City Municipal Code to minimize light spillage to the night sky.

Construction. Although construction activities would occur primarily during daylight hours, construction activities could extend into the evening hours, as permitted by the City's Municipal Code Chapter 9.210.060 (permitted construction activities from 6:30 a.m. to 7:00 p.m., Monday through Saturday except nationally recognized holidays). Lighting required during construction of the Project would be shielded and directed toward work activity areas, in compliance with the City's Municipal Code Chapters 9.210 (Performance Standards) and 6.01 (Dark Sky; Light Pollution) (included as PPP AES-1) that provides for directing lighting away from adjacent uses and intensity of security lighting. In addition, construction may include nighttime security lighting; however, this would be similar to the existing security lighting on the site, adjacent sites, and streetlights. Also, any construction related lighting would be temporary. Therefore, construction of the Project would

not create a new source of substantial light that would adversely affect day or nighttime views in the area, and light impacts associated with construction would be less than significant.

Operation. The Project would include the provision of nighttime lighting for security purposes around the building and in the parking areas. Implementation of the Project could contribute additional sources to the overall ambient nighttime lighting conditions. However, all outdoor lighting would be hooded or appropriately angled away from adjacent land uses and would comply with the City's Municipal Code Chapters 9.205 (Lighting Standards) and 6.01 (Dark Sky; Light Pollution) (included as PPP AES-1) which provides for directing lighting away from adjacent uses and intensity of security lighting. Because the Project area is within a partially developed area with various sources of existing nighttime lighting, and because the Project would be required to comply with the City's lighting regulations that would be verified by the City during the plan check and permitting process, any increase in lighting that would be generated by the Project would not adversely affect day or nighttime views in the area.

Reflective light (glare) can be caused by sunlight or artificial light reflecting from finished surfaces such as window glass or other reflective materials. Generally, darker or mirrored glass would have a higher visible light reflectance than clear glass. Buildings constructed of highly reflective materials from which the sun reflects at a low angle can cause adverse glare. However, the Project would not use highly reflective surfaces, or glass sided buildings. Although the building would contain windows, the windows would be comprised of blue reflective glazing, which reduces glare over other transparent surfaces and the windows would be separated by stucco that would limit the potential of glare. As described previously, onsite lighting would be angled down and comply with Chapters 9.205 (Lighting Standards) and 6.01 (Dark Sky; Light Pollution) the City's Municipal Code (included as PPP AES-1), which would avoid the potential of onsite lighting generating offsite glare.

In summary, compliance with Chapter 9.205 (Lighting Standards) and Chapter 6.01 (Dark Sky; Light Pollution) of the City Municipal Code, would ensure the proposed Project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Impacts would be less than significant, and no mitigation is required.

Existing Plans, Programs, or Policies

PPP AES-1: Glare. Pursuant to Chapters 9.210 (Performance Standards) and 6.01 (Dark Sky; Light Pollution) of the City's Municipal Code, no activity shall be permitted which causes light or glare to be transmitted or reflected in such concentrated quantities as to be detrimental or harmful to the use of surrounding properties or streets.

Mitigation Measures

No mitigation measures related to aesthetics are required.

Sources

California Department of Transportation (Caltrans). *California State Scenic Highway System Map.* Accessed June 2022. Available at: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa

City of Menifee. 2013. Draft Environmental Impact Report. Accessed June 2022. Available at: https://www.cityofmenifee.us/262/Environmental-Impact-Report

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

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Less than Significant Impact. The Project site is vacant and undeveloped. The California Department of Conservation Farmland Mapping and Monitoring Program identifies the site as Farmland of Local Importance and it is not identified as Prime, Unique, or Farmland of Statewide Importance. Therefore, conversion of such farmland designations would not occur from implementation of the proposed Project. Additionally, the land has a general plan land use of Economic Development Corridor (EDC) and is zoned as Economic Development Corridor – Northern Gateway (EDC-NG) where the land is envisioned as an industrial park area with more intensive industrial uses and no agricultural uses are planned. Therefore, impact would occur.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Project site is zoned Economic Development Corridor – Northern Gateway (EDC-NG), which does not provide for agricultural uses. In addition, the site is not subject to a Williamson Act contract. Thus, the proposed Project would not result in impacts related to conflict with an existing agricultural zone or Williamson contract, and impacts would not occur.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The Project site is currently vacant and undeveloped and is within a developing area. No forest land exists on or adjacent to the Project site. The Project site is currently zoned as Economic Development Corridor – Northern Gateway (EDC-NG) and is not zoned for forest land or timberland uses. Thus, the proposed Project would not result in impacts related to a conflict with existing forest land or timberland zoning, and impacts would not occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Project site is currently vacant and undeveloped and is within developing area. No forest land exists on or adjacent to the Project site. Thus, the Project would not result in the loss of forest land or conversion of forest land to a non-forest use, and impacts would not occur.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No Impact. As described above, the Project site is currently vacant and undeveloped and within a developing area. No forest land exists on or adjacent to the site. Therefore, the implementation of the proposed Project would not involve other changes in the existing environment which would result in the conversion of farmland to a non-agricultural use or the conversion of forest land to a non-forest use. Therefore, no impacts would occur.

Existing Plans, Programs, or Policies

There are no impacts reducing Plans, Programs, and Policies related to agriculture and forestry that are applicable to the Project.

Mitigation Measure

No mitigation measures related to agriculture and forestry are required.

Sources

California Department of Conservation. *California Important Farmland Finder*. Accessed February 2022. Available at: https://maps.conservation.ca.gov/DLRP/CIFF/

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3. AIR QUALITY. 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:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) 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?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) affecting a substantial number of people?	☐	☐	☒	☐

The discussion below is based on the Air Quality Impact Analysis (Urban Crossroads 2022a) included as Appendix A and the Health Risk Assessment (Urban Crossroads 2022b).

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact. The Project site is located in the South Coast Air Basin, which is under the jurisdictional boundaries of the South Coast Air Quality Management District (SCAQMD). The SCAQMD and Southern California Association of Governments (SCAG) are responsible for preparing the Air Quality Management Plan (AQMP), which addresses federal and state Clean Air Act (CAA) requirements. The AQMP details goals, policies, and programs for improving air quality in the Basin. In preparation of the AQMP, SCAQMD and SCAG use land use designations contained in General Plan documents to forecast, inventory, and allocate regional emissions from land use and development-related sources.

For purposes of analyzing consistency with the AQMP, if a proposed project would have a development density and vehicle trip generation that is substantially greater than what was anticipated in the General Plan, then the proposed project would conflict with the AQMP. On the other hand, if a project's density is consistent with the General Plan, its emissions would be consistent with the assumptions in the AQMP, and the project would not conflict with SCAQMD's attainment plans. In addition, the SCAQMD considers projects consistent with the AQMP if the project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation.

As detailed below, the proposed Project would not result in exceedance of local or regional significance thresholds. The Project site is designated as Economic Development Corridor (EDC) uses in the City's General Plan for 2035, which allows for a mixture of residential, commercial, office, industrial, entertainment, educational, and/or recreational uses, or other uses. The proposed Project would redevelop the site with a new concrete tilt-up industrial building.

In addition, emissions generated by construction and operation of the Project would not exceed thresholds as described in the analysis below (Table AQ-1, SCAQMD Regional Daily Emissions Thresholds), which are based on the AQMP and are designed to bring the Basin into attainment for the criteria pollutants for which it is in nonattainment. Therefore, because the Project does not exceed any of the thresholds it would not conflict with SCAQMD's goal of bringing the Basin into attainment for all criteria pollutants and, as such, is consistent with the AQMP. As a result, impacts related to conflict with the AQMP from the Project would be less than significant.

b) 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?

Less than Significant Impact. The South Coast Air Basin (SCAB) is in a non-attainment status for federal ozone standards, federal carbon monoxide standards, and state and federal particulate matter standards. Any development in the SCAB, including the proposed Project, could cumulatively contribute to these pollutant violations. The methodologies from the SCAQMD CEQA Air Quality Handbook are used in evaluating project impacts. SCAQMD has established daily mass thresholds for regional pollutant emissions, which are shown in Table AQ-1. Should construction or operation of the proposed Project exceed these thresholds a significant impact could occur; however, if estimated emissions are less than the thresholds, impacts would be considered less than significant.

Table AQ- 1: SCAQMD Regional Daily Emissions Thresholds

Pollutant	Construction (lbs/day)	Operations (lbs/day)
NOx	100	55
VOC	75	55
PM10	150	150
PM2.5	55	55
SOx	150	150
CO	550	550
Lead	3	3

Source: Regional Thresholds presented in this table are based on the SCAQMD Air Quality Significance Thresholds, March 2015.

Construction

Construction activities associated with the proposed Project would generate pollutant emissions from the following construction activities: site preparation, grading, building construction, paving, and architectural coating. The amount of emissions generated on a daily basis would vary, depending on the intensity and types of construction activities occurring. The Project site is anticipated to be balanced in earthwork and construction would occur over approximately 11 months.

SCAQMD Rule 1401 states that 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 United States (U.S.) Bureau of Mines. Although the Project

would comply with this regulatory requirement, it should be noted that there is no way to quantify these reductions in CalEEMod.

The SCAQMD adopted Rule 2305, the Warehouse Indirect Source Rule, on May 7, 2021. Owners and operators associated with warehouses 100,000 SF or larger are required to directly reduce nitrogen oxides (NO_X) and particulate matter emissions, or to otherwise facilitate emission and exposure reductions of these pollutants in nearby communities. Although the Project would comply with this regulatory requirement, it should be noted that there is no way to quantify these reductions in CalEEMod.

It is mandatory for all construction projects to comply with several SCAQMD Rules, including Rule 403 for controlling fugitive dust, PM_{10}, and $PM_{2.5}$ emissions from construction activities. Rule 403 requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the proposed Project site, covering all trucks hauling soil with a fabric cover and maintaining a freeboard height of 12-inches, and maintaining effective cover over exposed areas. Compliance with Rule 403 was accounted for in the construction emissions modeling and is included as PPP AQ-1.

In addition, implementation of SCAQMD Rule 1113 that governs the VOC content in architectural coating, paint, thinners, and solvents, was accounted for in the construction emissions modeling, and is included as PPP AQ-2. As shown in Table AQ-2, CalEEMod results show that construction emissions generated by the proposed Project would not exceed SCAQMD regional thresholds. Therefore, construction activities would result in a less than significant impact.

Table AQ- 2: Overall Construction Emissions Summary

Activity	Emissions (lbs/day)					
	ROG	**NOx**	**CO**	**SOx**	**PM_{10}**	**$PM_{2.5}$**
Summer						
2023	5.69	48.40	51.20	0.07	8.58	5.09
2024	37.50	37.80	48.70	0.07	4.12	2.34
Winter						
2023	7.76	44.30	86.70	0.11	5.15	2.91
2024	3.58	28.80	32.00	0.05	3.22	1.83
Maximum Daily Emissions	**37.50**	**48.40**	**86.70**	**0.11**	**8.58**	**5.09**
Significance Threshold	75	100	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: NOx = nitrogen oxides; CO = carbon monoxide
PM_{10} and $PM_{2.5}$ = particular matter; ROG = reactive organic gases
SOx = sulfur oxides
Source: Appendix A.

Operation

Implementation of the proposed Project would result in long-term regional emissions of criteria air pollutants and ozone precursors associated with area sources, such as natural gas consumption, landscaping, applications of architectural coatings, and consumer products. However, offroad emissions would generate a majority of the emissions generated from the Project.

Operational emissions associated with the proposed Project were modeled using CalEEMod and are presented in Table AQ-3. As shown, the proposed Project would result in long-term regional

emissions of the criteria pollutants that would be below the SCAQMD's applicable thresholds. Therefore, the Project's operational emissions would not exceed the NAAQS and CAAQS and would not result in a cumulatively considerable net increase of any criteria pollutant impacts. Thus, impacts would be less than significant.

Table AQ- 3: Summary of Operational Emissions

Operational Activity	Maximum Daily Regional Emissions (pounds/day)					
	ROG	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Summer						
Mobile	1.78	12.54	22.38	0.14	3.26	0.81
Area	7.88	0.09	10.96	0.00	0.01	0.02
On-Site Equipment Source	0.23	0.75	32.89	0.00	0.06	0.05
Project Maximum Daily Emissions	**9.89**	**13.38**	**66.23**	**0.14**	**3.33**	**0.88**
SCAQMD Threshold	*55*	*55*	*550*	150	150	*55*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**
Winter						
Mobile	1.70	13.13	18.84	0.13	3.26	0.81
Area	6.09	0.00	0.00	0.00	0.00	0.00
On-Site Equipment Source	0.23	0.75	32.89	0.00	0.06	0.05
Project Maximum Daily Emissions	**8.02**	**13.88**	**51.73**	**0.13**	**3.32**	**0.86**
SCAQMD Threshold	*55*	*55*	*550*	150	150	*55*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Appendix A

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. The SCAQMD recommends the evaluation of localized NO_2, CO, PM_{10}, and $PM_{2.5}$ construction-related impacts to sensitive receptors in the immediate vicinity of the Project site. Such an evaluation is referred to as a localized significance threshold (LST) analysis. The impacts were analyzed pursuant to the SCAQMD's Final Localized Significance Threshold Methodology. SCAQMD has developed LSTs that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of NOx, CO, PM_{10}, and $PM_{2.5}$ pollutants for each of the 38 source receptor areas (SRAs) in the SCAB. The Project site is located in SRA 24, Perris Valley area .

Sensitive receptors can include uses such as long-term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, childcare centers, and athletic facilities can also be considered sensitive receptors. The nearest land use where an individual could remain for 24 hours to the Project site has been used to determine localized construction and operational air quality impacts for emissions of PM_{10} and $PM_{2.5}$ (since PM_{10} and $PM_{2.5}$ thresholds are based on a 24-hour averaging time). The nearest LST sensitive receptor used for evaluation of localized impacts of PM_{10} and $PM_{2.5}$ to the Project site is the planned DR Horton residential project, approximately 1,092 feet (332 meters) north of the Project site. The nearest commercial/industrial use to the Project site is used to determine construction and operational LST air impacts for emissions of NO_X and CO

as the averaging periods for these pollutants are shorter (8 hours or less) and it is reasonable to assumed that an individual could be present at these sites for periods of one to 8 hours. The nearest receptor used for evaluation of localized impacts of NO_X and CO is the Circle K convenience store located at 3150 Case Road, approximately 445 feet (136 meters) northeast of the Project site.

Construction

The localized thresholds from the mass rate look-up tables in SCAQMD's Final Localized Significance Threshold Methodology document, were developed for use on projects that are less than or equal to 5-acres in size or have a disturbance of less than or equal to 5 acres daily and were used to evaluate LSTs. As shown in Table AQ-4, with implementation of SCAQMD Rules 403 and 1113 (included as PPP AQ-1 and PPP AQ-2), the maximum daily construction emissions from the proposed Project would not exceed the applicable SCAQMD LST thresholds.

Table AQ- 4: Localized Construction Emission Estimates

Construction Activity	Maximum Daily Regional Emissions (pounds/day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Site Prep				
Summer	47.00	38.00	8.19	5.02
Winter	n/a	n/a	n/a	n/a
Maximum Daily Emissions	**47.00**	**38.00**	**8.19**	**5.02**
SCAQMD Significance Thresholds	362	4,005	134	58
Threshold Exceeded?	**No**	**No**	**No**	**No**
Grading				
Summer	40.90	32.70	4.63	2.78
Winter	40.90	32.70	4.63	2.78
Maximum Daily Emissions	**81.80**	**65.40**	**9.26**	**5.56**
SCAQMD Significance Thresholds	380	4,227	138	60
Threshold Exceeded?	**No**	**No**	**No**	**No**

Source: Appendix A

Operation

Localized Significance Analysis

For operational LSTs, on-site mobile, energy, area, and offroad emissions were modeled. As shown in Table AQ-5, operational emissions would not exceed the SCAQMD's LST thresholds for any criteria pollutant at the nearest sensitive receptor. Therefore, the Project would result in a less than significant impact related to localized emissions from operational activities.

Table AQ- 5: Localized Significance Summary of Operations

Scenario	Maximum Daily Regional Emissions (pounds/day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Summer	2.81	48.11	0.20	0.11
Winter	2.82	37.38	0.19	0.09
Total Project Operational Emissions	**2.82**	**48.11**	**0.20**	**0.11**
SCAQMD Significance Thresholds	418	4,669	35	16
Threshold Exceeded?	**No**	**No**	**No**	**No**

Source: Appendix A

Diesel Mobile Source Health Risk Analysis. A Health Risk Assessment (HRA)[1], included as Appendix B, was prepared to evaluate the health risk impacts as a result of exposure to diesel particulate matter (DPM) as a result of heavy-duty diesel trucks entering and leaving the site during operation of the proposed industrial uses. DPM has been identified by the California Air Resources Board (ARB) as a carcinogenic substance responsible for nearly 70 percent of the airborne cancer risk in California. The estimated health risk impacts were compared to the health risk significance thresholds recommended by the SCAQMD for use in CEQA assessments. The City of Menifee has not adopted a numerical significance threshold for cancer risk or non-cancer hazards. Therefore, the significance thresholds recommended by the SCAQMD were utilized for this analysis. The relevant significance thresholds are provided below:

- Cancer Risk: ten (10) persons per million population as the maximum acceptable incremental cancer risk due to exposure to toxic air contaminants (TAC)
- Non-cancer Hazard Index: 1.0

The land use with the greatest potential exposure to Project construction-source and operational-source DPM emissions is located at the planned DR Horton residential project, approximately 1,092 feet south of the Project site. Table AQ-6 provides a summary of the HRA modeling of cancer risks and chronic non-cancer hazards resulting from the Project's construction and operational DPM emissions along with the SCAQMD health risk significance. As shown, at the maximally exposed individual receptor, the maximum incremental cancer risk attributable to Project construction-source DPM emissions is estimated at 0.63 in one million, which is less than SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable threshold of 1.0. Additionally, all other receptors during construction and operational activity would experience less risk than what is identified for this location. As such, the Project would not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction and operational activity and impacts would be less than significant.

Table AQ-6: Summary of Construction Cancer and Non-Cancer Risks

Time Period	Location	Maximum Lifetime Cancer Risks (Risk per Million)	Significance Threshold (Risk per Million)	Exceeds Significance Threshold?
30 Year Exposure	Maximum Exposed Sensitive Receptor	0.63	10	No
Time Period	**Location**	**Maximum Hazard Index**	**Significance Threshold**	**Exceeds Significance Threshold?**
Annual Average	Maximum Exposed Sensitive Receptor	≤0.01	1.0	No

Source: Appendix B

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. The proposed Project would not generate other emissions, not described previously. Typical land uses generally associated with odor complaints includes

[1] Note: The Health Risk Assessment modeled the Project using a previous version of the site plan in which the proposed industrial buildings totaled 251,912 SF. Thus, the analysis presented herein is more conservative than the proposed Project's 251,133 SF total.

agricultural uses (livestock and farming), wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass facilities.

The Project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed 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 current solid waste regulations. The proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, the Project would result in less than significant impacts related to odors.

Existing Plans, Programs, or Policies

PPP AQ-1: The Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 403, which includes the following:

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.
- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered, with complete coverage of disturbed areas, at least 3 times daily during dry weather; preferably in the mid-morning, afternoon, and after work is done for the day.
- The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 miles per hour or less.

PPP AQ-2: The Project is required to comply with the provisions of South Coast Air Quality Management District Rule (SCAQMD) Rule 1113. Only "Low-Volatile Organic Compounds" paints (no more than 50 gram/liter of VOC) and/or High Pressure Low Volume (HPLV) applications shall be used.

PPP AQ-3: The Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 402. The Project 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.

Mitigation Measures

No mitigation measures related to air quality are required.

Sources

Urban Crossroads. Air Quality Impact Analysis (Urban Crossroads 2022a) (Appendix A).

Urban Crossroads. Health Risk Assessment (Urban Crossroads 2022b) (Appendix B).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
4. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c) 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?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐

The following section is based on the General Biological Assessment completed by Hernandez Environmental Services (HES) in June 2022 (Appendix C). The biological assessment consisted of a literature review and review of aerial photographs and topographic maps of the Project site and surrounding areas. A five-mile radius was used to identify sensitive species with the California Natural Diversity Data Base (CNDDB), the U.S. Fish and Wildlife Service (USFWS) Endangered Species Lists, and the California Native Plant Society (CNPS) rare plant lists to obtain species information for the project area. Additionally, the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) was reviewed for information on known occurrences of sensitive species within Riverside County. HES also conducted a field survey of the Project site on February 4, 2022. The findings of the biological assessment are discussed below.

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less than Significant with Mitigation. Biological resources on the Project site were evaluated in the Biological Resources Assessment and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis (Appendix C) to ensure the proposed Project is consistent with the MSHCP and to analyze potential impacts to candidate, sensitive, and special-status species and associated habitat. Additionally, the Biological Resources Assessment included a field survey conducted on February 4, 2022. The Biological Assessment describes the Project site as consisting of disturbed, vacant land dominated by ruderal vegetation.

The Project site is located within the boundaries of the Western Riverside County Multiple Species Conservation Plan (MSHCP). Therefore, the Project is required to demonstrate consistency with the MSHCP. The MSHCP consistency analysis identified that the Project site is not located within a MSHCP Criteria Cell or Cell Group. Further, the Project site is not located within plan-defined areas requiring surveys for criteria area species, narrow endemic species, amphibian species, or mammalian species. However, the site is located within plan-defined areas requiring surveys for burrowing owl (Athene cunicularia) (HES 2022).

Focused habitat suitability surveys were conducted on the Project site for the presence of burrowing owl in March and April 2022. The habitat surveys identified approximately 81 suitable burrows on the Project site and within a 150-foot buffer. No burrowing owl were observed on the Project site during the habitat survey. The habitat survey concluded that the site does provide suitable burrows/nesting opportunities for burrowing owl. Therefore, Mitigation Measure BIO-1 is being incorporated into the Project to require a 30-day preconstruction survey prior to the commencement of Project activities.

A records search of a five-mile radius around the Project site was used to identify sensitive species with the California Natural Diversity Data Base (CNDDB), the U.S. Fish and Wildlife Service (USFWS) Endangered Species Lists, and the California Native Plant Society (CNPS) rare plant lists to obtain species information for the Project area. According to the CNDDB, a total of 53 sensitive species of plants and 61 sensitive species of animals has the potential to occur on or within the vicinity of the Project site. Of the 53 sensitive plant species, a total of 18 plant species are listed as state and/or federal Threatened, Endangered, or Candidate species. Table BIO-1 below lists these species, their listing status and their presence on site.

Table BIO- 1: Sensitive Plant Species with Potential to Occur on Project Site

Species Name	Listing Status	Presence on Project Site
Chaparral sand-verbena (*Abronia villosa var. aurita*)	Ranked 1B.1 in the CNPS Rare Plant Inventory	Not Present
Munz's onion (*Allium munzii*)	Federally Endangered, state Threatened, and CNPS 1B.1 listed plant species	Not Present

San Diego ambrosia (*Ambrosia pumila*)	Federally Endangered and ranked 1B.1 in the CNPS Rare Plant Inventory	Not Present
Rainbow Manzanita (*Arctostaphylos rainbowensis*)	Ranked 1B.1 in the CNPS Rare Plant Inventory	Not Present
Jaeger's milk-vetch (*Astragalus pachypus var. jaegeri*)	Ranked 1B.1 in the CNPS Rare Plant Inventory	Not Present
San Jacinto Valley crownscale (*Atriplex coronata var. notatior*)	Federally listed endangered species and is ranked 1B.1 in the CNPS rare plant inventory	Not Present
Parish's brittlescale (*Atriplex parishii*)	Ranked 1B.1 in the CNPS Rare Plant inventory	Not Present
thread-leaved brodiaea (*brodiaea filifolia*)	Federally Threatened and state Endangered Species and is ranked 1B.1 in the CNPS Rare Plant Inventory	Not Present
Smooth tarplant (*Centromadia pungens ssp. laevis*)	Ranked 1B.1 in the CNPS Rare Plant Inventory	Not Present
Parry's spineflower (*Chorizanthe parryi var. parryi*)	Ranked 1B.1 in the CNPS Rare Plant Inventory	Not Present
Slender - horned spineflower (*Dodecahema leptoceras*)	Federally and state listed Endangered Species and is ranked 1B.1 in the CNPS Rare Plant Inventory	Not Present
San Diego button-celery (*Eryngium aristulatum var. parishii*)	Federally and state listed Endangered Species and is ranked 1B.1 in the CNPS Rare Plant Inventory	Not Present
Campbell's liverwort (*Geothallus tuberosus*)	Ranked 1B.1 in the CNPS Rare Plant Inventory	Not Present
Tecate cypress (*Hesperocyparis forbesii*)	Ranked 1B.1 in the CNPS Rare Plant Inventory	Not Present
Coulter's goldfields (*Lasthenia glabrata ssp.coulteri*)	Ranked 1B.1 in the CNPS Rare Plant Inventory	Not Present
Spreading navarretia (*Navarretia fossalis*)	Federally listed Threatened Species and is ranked 1B.1 in the CNPS Rare Plant Inventory	Not Present
California Orcutt grass (*Orcuttia californica*)	Federally and state listed Endangered Species and is ranked 1B.1 in the CNPS Rare Plant Inventory	Not Present
Bottle liverwort (*Sphaerocarpos drewiae*)	Ranked 1B.1 in the CNPS Rare Plant Inventory	Not Present

The field survey did not identify suitable habitat for any of the above plant species present on the Project site. Therefore, implementation of the Project would have a less than significant impact on sensitive plant species.

Of the 61 sensitive species of animals identified, 14 are listed as state and/or federal Threatened, Endangered, or Candidate. These species, their listing status, and their presence on site are listed in Table BIO-2 below.

Table BIO- 2: Sensitive Animal Species with Potential to Occur on Project Site

Species Name	Listing Status	Presence on Project Site
Tricolored blackbird (*Agelaius tricolor)*	State listed Threatened Species and listed by the CDFW as a Species of Special Concern	Not Present
Arroyo Toad (*Anaxyrus californicus*)	Federally listed Endangered Species and a CDFW Species of Special Concern	Not Present
Burrowing owl (*Athene cunicularia*)	CDFW Species of Special Concern	Not Present
Vernal pool fairy shrimp (*Branchinecta lynchi*)	Federally listed Threatened Species	Not Present
San Diego fairy shrimp (*Branchinecta sandiegonensis*)	Federally listed Endangered Species	Not Present
Swainson's hawk (*Buteo swainsoni*)	State listed Threatened Species	Not Present
Western snowy plover (*Charadrius alexandrinus nivosus*)	Federally listed Threatened species and a CDFW Species of Special Concern	Not Present
San Bernardino kangaroo rat (*Dipodomys merriami parvus*)	Federally listed Endangered Species, state listed Candidate Endangered Species, and a CDFW Species of Special Concern	Not Present
Stephens' kangaroo rat (*Dipodomys stephensi*)	Federally listed Endangered and state listed Threatened Species	Not Present
Quino checkerspot butterfly (*Euphydryas editha quino*)	Federally listed Endangered Species	Not Present
Bald eagle (*Haliaeetus leucocephalus*)	State listed Endangered and CDFW Fully Protected species	Not Present
Coastal California gnatcatcher (*Polioptila californica californica*)	Federally listed Threatened Species and CDFW Species of Special Concern	Not Present
California red-legged frog (*Rana draytonii*)	Federally Threatened Species and a CDFW Species of Special Concern	Not Present
Riverside fairy shrimp (*Streptocephalus woottoni*)	Federally listed Endangered Species	Not Present

Least Bell's vireo (*Vireo bellii pusillus)*	Federal and state listed Endangered Species	Not Present

The field survey did not identify suitable habitat for any of the above animal species present on the Project site, except the burrowing owl. As discussed above, the Project would be required to conduct 30-day preconstruction surveys for the presence of burrowing owls. With implementation of Mitigation Measure BIO-1, the Project would have a less than significant impact on sensitive animal species.

The Project site contains shrubs and is bordered by trees that can be utilized by nesting birds and raptors during the nesting bird season of February 1 through September 15. Therefore, the proposed Project has the potential to impact active bird nests if vegetation is removed during the nesting season. Nesting birds are protected under the federal Migratory Bird Treaty Act (MBTA) (United States Code Title 33, Section 703 et seq.; see also Code of Federal Regulations Title 50, Part 10) and Section 3503 of the California Fish and Game Code. Any activities that occur during the nesting/breeding season of birds protected by the MBTA could result in a potentially significant impact if requirements of the MBTA are not followed. However, implementation of mitigation measure Mitigation Measure BIO-2 would ensure MBTA compliance and would require a nesting bird survey to be conducted prior to the commencement of construction during nesting season, which would reduce potential impacts related to nesting avian species and native wildlife nursery sites to a less than significant level.

In summary, the Project has potential to impact burrowing owl and nesting birds. With implementation of Mitigation Measures BIO-1 and BIO-2 would reduce impacts to burrowing owl and nesting birds to a less than significant level.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?

No Impact. Riparian habitats occur along the banks of rivers, streams, or wetland areas. Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies or are known to provide habitat for sensitive animal or plant species. As described in the General Biological Assessment (Appendix C), the Project site does not contain any streams, drainages or riparian habitats. Thus, no impacts related to riparian habitat or other sensitive natural communities identified in local or regional plans would result from Project implementation.

c) Have a substantial adverse effect on state or federally protected wetlands (including but not limited to, marsh, vernal, pool, coastal) through direct removal, filling, hydrological interruption, or other means?

No Impact. Wetlands are defined under the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, and bogs. The Project site does not contain natural wetlands (HES 2022). Therefore, the Project would not result in impacts to wetlands.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less than Significant with Mitigation Incorporated. Wildlife corridors are areas where wildlife movement is concentrated due to natural or anthropogenic constraints and corridors provide access to resources such as food, water, and shelter. Animals use these corridors to move between different habitats and provide avenues for wildlife dispersal, migration, and contact between other populations. As discussed in the General Biological Assessment, the Project site does not support conditions of migratory wildlife corridors or linkages. The Project site consists of flat, disturbed land dominated by ruderal vegetation. No wildlife movement corridors were found to be present on or adjacent to the Project site. Additionally, the surrounding area is partially developed and urban. There are no rivers, creeks, or open drainages near the site that could function as a wildlife corridor. Thus, implantation of the Project would not result in impacts related to wildlife movement or wildlife corridors.

However, the Project site contains shrubs and is bordered by trees that could be used for nesting by common bird species that are protected by the federal Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code Sections 3503.5, 3511, and 3515 during the avian nesting and breeding season that occurs between February 1 and September 15. The provisions of the MBTA prohibits disturbing or destroying active nests. Therefore, Mitigation Measure BIO-2 has been included to require that if commencement of demolition, construction, or vegetation clearing occurs between February 1 and September 15, a qualified biologist shall conduct a nesting bird survey no more than 3 days prior to commencement of activities to confirm the absence of nesting birds. With implementation of Mitigation Measure BIO-2, potential impacts of nesting birds would be less than significant.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. Implementation of the Project is subject to all applicable federal, State, and local policies and regulations related to the protection of biological resources and tree preservation. Additionally, the Project is required to comply with the tree preservation standards as listed in Section 9.200 of the Municipal Code and with the Menifee Landscape Standards as listed in Section 9.195 of the Municipal Code. No trees exist on the Project site; therefore, the Project will not be subject to the City of Menifee's tree removal ordinance. Implementation of the proposed Project would not conflict with any local policies or ordinances protecting biological resources. No impact would occur, and mitigation is not required.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Less than Significant Impact. The Project site is located within the boundaries of the MSHCP; therefore, it is subject to applicable provisions of the MSHCP as specified in response 4(a) above. The MSHCP provides for the assembly of a Conservation Area consisting of Core Areas and Linkages for the conservation of covered species. The Conservation Area is to be assembled from portions of the MSHCP Criteria Area, which consist of quarter-section (i.e., approximately 160-acre) Criteria Cells, each with specific criteria for the species conservation within that Cell. The Project site is not within the MSHCP Criteria Area; therefore, no Cell or Criteria analysis is required. While no burrowing owls currently occupy the site, in the event of subsequent occupation, Mitigation

Measure BIO-1 would sufficiently offset impacts to the species. No sensitive plant or animal species were identified on-site during the field survey. No on-site riparian or riverine areas were detected on the Project site. In summary, implementation of the proposed Project would not conflict with the MSHCP; as such, impacts would be less than significant, and no mitigation measures are required.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

Mitigation Measure BIO-1: Burrowing Owl Surveys. A 30-day preconstruction survey is required prior to the commencement of Project activities (e.g., vegetation clearing, clearing and grubbing, tree removal, site watering) to ensure that no burrowing owls have colonized the site in the days or weeks preceding project activities. If burrowing owl are found to have colonized the project site prior to the initiation of construction, the Project proponent will immediately inform Western Riverside County Regional Conservation Authority (RCA) and the Wildlife Agencies and will need to prepare a Burrowing Owl Protection and Relocation Plan for approval by RCA and the Wildlife Agencies prior to initiating ground disturbance. If ground-disturbing activities occur but the site is left undisturbed for more than 30 days, a pre-construction survey will again be necessary to ensure burrowing owl has not colonized the site since it was last disturbed. If burrow owl is found, the same coordination with RCA and/or Wildlife Agencies described above will be necessary.

Mitigation Measure BIO-2: Migratory Bird Treaty Act. Prior to commencement of grading activities, the City Building Department, shall verify that in the event that vegetation and tree removal activities occur within the active breeding season for birds (February 1–September 15), the Project applicant (or their Construction Contractor) shall retain a qualified biologist (meaning a professional biologist that is familiar with local birds and their nesting behaviors) to conduct a nesting bird survey no more than 3 days prior to commencement of construction activities.

The nesting survey shall include the Project site and areas immediately adjacent to the site that could potentially be affected by Project-related construction activities, such as noise, human activity, and dust, etc. If active nesting of birds is observed within 100 feet of the designated construction area prior to construction, the qualified biologist shall establish an appropriate buffer around the active nests (e.g., as much as 500 feet for raptors and 300 feet for non-raptors [subject to the recommendation of the qualified biologist]), and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests.

Sources

City of Menifee. Municipal Code. Available at: https://codelibrary.amlegal.com/codes/menifee/latest/overview

Hernandez Environmental Services (HES). 2022. General Biological Assessment and Western Riverside County MSHCP Consistency Analysis. (Appendix C).

U.S. Fish and Wildlife Service Migratory Bird Treaty Act. Available at: https://www.fws.gov/birds/policies-and-regulations/laws-legislations/migratory-bird-treatyact.php

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in Section 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section15064.5?	☐	☐	☒	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

Less than Significant Impact. According to the *State CEQA Guidelines*, a historical resource is defined as something that meets one or more of the following criteria: (1) listed in, or determined eligible for listing in, the California Register of Historical Resources; (2) listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k); (3) identified as significant in a historical resources survey meeting the requirements of PRC Section 5024.1(g); or (4) determined to be a historical resource by the project's Lead Agency.

The California Register of Historical Resources defines a "historical resource" as a resource that meets one or more of the following criteria: (1) associated with events that have made a significant contribution to the broad patterns or local or regional history of 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; or (4) has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

A Phase I Cultural Resources Assessment was conducted by Brian F. Smith and Associates for the proposed Project and is included as Appendix D. As part of the Phase I Cultural Resources Assessment, an archaeological records search for the Project site and surrounding area was conducted through the Eastern Information Center at the University of California Riverside on March 1, 2022. The records search indicated that 34 previous studies have been conducted within a mile of the Project site and two resources have been identified within a mile of the Project site, however, no resources have been recorded within the boundaries of the Project site.

In addition to the record search, the Cultural Resources Assessment also included a field survey which was conducted on February 24, 2022. The field survey identified a single mid-twentieth century concrete well located along the southern property line. However, the well was determined to have no historical significance as it related to CEQA. Therefore, the Project would not result in impacts to historical resources pursuant to in Section 15064.5.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less than Significant Impact. The Project site has been disturbed from previous agricultural uses. Project construction would include removal and re-compaction one foot below existing grade. The Project site is vacant and as historically been used for some agricultural uses and record search results did not indicate the presence of archeological resources within the Project site or immediate vicinity. Based upon the results of the cultural resources study, the potential to encounter buried resources were determined to be minimal. Therefore, no site-specific mitigation measures or mitigation monitoring requirements are recommended as a condition of approval for this proposed Project. Impacts are considered less than significant.

c) Disturb any human remains, including those interred outside of formal cemeteries?

Less than Significant Impact. The Project site has been previously disturbed, as described above, and has not been previously used as a cemetery. It is not anticipated that implementation of the proposed Project would result in the disturbance of human remains. Existing regulation under the California Health and Safety Code, included as PPP CUL-1, outlines the procedures to undertake if human remains are found on the Project site. In the event of inadvertent discovery of human remains during Project construction, the State Health and Safety Code Section 7050.5 states that no further disturbance may occur in the vicinity of the body until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. Compliance with existing regulations would ensure impacts related to potential disturbance of human remains would be less than significant.

Existing Plans, Programs, or Policies

PPP CUL-1: Human Remains. Should human remains be discovered during Project construction, the Project will be required to comply with State Health and Safety Code Section 7050.5, which states that no further disturbance may occur in the vicinity of the body until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine the identity of and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD must complete the inspection within 48 hours of notification by the NAHC.

Mitigation Measures

None.

Sources

Brian F. Smith and Associates, Inc. Cultural Resources Study for the Ethanac Business Center, April 27, 2022 (BFSA 2022). (Appendix D)

California Public Resources Code Section 21084.1

Governor's Office of Planning and Research, *State CEQA Guidelines*, Section 15064.5(a).

NorCal Engineering. Geotechnical Engineering Investigation, Proposed Industrial Waterhouse Development, 2022 (NorCal Engineering 2021). (See Appendix E)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
6. ENERGY. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

The discussion below is based on the Ethanac and Barnett Energy Tables (Urban Crossroads 2022c) included as Appendix F.

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact.
Construction
During construction of the proposed Project, energy would be consumed in three general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the Project sites, construction worker travel to and from the Project sites, as well as delivery truck trips;
2. Electricity associated with providing temporary power for lighting and electric equipment; and
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

The Project construction fuel usage over the estimated construction period would result in the need for 60,575 gallons of diesel fuel as shown in Table E-1 below. Tables E-2 shows the Project's construction vehicle fuel usage based on vehicle miles traveled and fuel usage factors outlined by CalEEMod 2022.1 and the 2021 version of the EMFAC. As shown in the table, construction worker fuel consumption would total approximately 15,808 gallons of fuel. Table E-3 outlines the Project's total vendor fuel usage based on factors outlined by CalEEMod 2022.1 and the 2021 version of the EMFAC. As shown in the table, vendor fuel consumption would total approximately 10,073 gallons of diesel fuel.

As shown in Table E-4, construction of the Project would be anticipated to result in 70,648 total gallons of diesel fuel and 15,808 gallons of gasoline fuel. Construction activities related to the proposed building and the associated infrastructure would not be expected to result in demand for fuel greater on a per-unit-of-development basis than other development projects in southern California. In addition, the extent of construction activities that would occur are limited to an approximate 14-month period, and the demand for construction-related electricity and fuels would be limited to that time frame.

Table E- 1: Estimated Construction Fuel Consumption

Construction Activity	Duration (Days)	Equipment	HP Rating	Quantity	Usage Hours	Load Factor	HP-hrs/day	Total Fuel Consumption
Site Preparation	10	Crawler Tractors	87	4	8	0.43	1,197	647
		Rubber Tired Dozers	367	3	8	0.40	3,523	1,904
Grading	30	Crawler Tractors	87	2	8	0.43	599	971
		Graders	148	1	8	0.41	485	787
		Excavators	36	2	8	0.38	219	355
		Scrapers	423	2	8	0.48	3,249	5,268
		Rubber Tired Dozers	367	1	8	0.40	1,174	1,904
Building Construction	200	Crawler Tractors	87	5	8	0.43	1,496	16,177
		Forklifts	82	5	8	0.20	656	7,092
		Generator Sets	14	2	8	0.74	166	1,792
		Cranes	367	2	8	0.29	1,703	18,410
		Welders	46	2	8	0.45	331	3,581
Paving	20	Pavers	81	2	8	0.42	544	588
		Paving Equipment	89	2	8	0.36	513	554
		Rollers	36	2	8	0.38	219	237
Architectural Coating	40	Air Compressors	37	1	8	0.48	142	307
							CONSTRUCTION FUEL DEMAND (GALLONS DIESEL FUEL)	***60,575***

Source: Appendix F

Table E- 2: Construction Worker Fuel Consumption Estimates

Year	Construction Activity	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2023	LDA						
	Site Preparation	10	9	18.5	1,665	30.60	54
	Grading	30	10	18.5	5,550	30.60	181
	Building Construction	44	53	18.5	43,142	30.60	1,410
	LDT1						
	Site Preparation	10	5	18.5	925	24.15	38
	Grading	30	5	18.5	2,775	24.15	115
	Building Construction	44	27	18.5	21,978	24.15	910
	LDT2						
	Site Preparation	10	5	18.5	925	23.88	39
	Grading	30	5	18.5	2,775	23.88	116
	Building Construction	44	27	18.5	21,978	23.88	920
2024	LDA						
	Building Construction	156	53	18.5	152,958	31.51	4,855
	Paving	20	8	18.5	2,960	31.51	94
	Architectural Coating	40	11	18.5	8,140	31.51	258
	LDT1						
	Building Construction	156	27	18.5	77,922	24.62	3,165
	Paving	20	4	18.5	1,480	24.62	60
	Architectural Coating	40	6	18.5	4,440	24.62	180
	LDT2						

	Building Construction	156	27	18.5	77,922	24.57	3,171
	Paving	20	4	18.5	1,480	24.57	60
	Architectural Coating	40	6	18.5	4,440	24.57	181
						TOTAL CONSTRUCTION WORKER FUEL CONSUMPTION	***15,808***

Source: Appendix F

Table E- 3: Construction Vendor Fuel Consumption Estimates

Year	Construction Activity	Duration (Days)	Vendor Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2023	MHD						
	Site Preparation	10	1	10.2	102	8.40	12
	Grading	30	3	10.2	918	8.40	109
	Building Construction	44	17	10.2	7,630	8.40	908
	HHD (Vendor)						
	Site Preparation	10	1	10.2	102	6.04	17
	Grading	30	3	10.2	918	6.04	152
	Building Construction	44	17	10.2	7,630	6.04	1,263
2024	MHD						
	Building Construction	156	17	10.2	27,050	8.47	3,192
	HHD (Vendor)						
	Building Construction	156	17	10.2	27,050	6.12	4,419
						TOTAL CONSTRUCTION VENDOR FUEL CONSUMPTION	***10,073***

Table E- 4: Total Construction Fuel Usage

Construction Source	Gallons of Diesel Fuel	Gallons of Gasoline Fuel
Construction Vehicles	60,575	-
Worker Vehicles	-	15,808
Vendor Vehicles	10,073	-
Total	70,648	15,808

Source: Appendix F

Operation

Once operational, the Project would generate demand for electricity, natural gas, as well as gasoline for motor vehicle trips. Operational use of energy includes the heating, cooling, and lighting of the building, water heating, operation of electrical systems and plug-in appliances, parking lot and outdoor lighting, and the transport of electricity, natural gas, and water to the areas where they would be consumed. This use of energy is typical for urban development, and no operational activities or land uses would occur that would result in extraordinary energy consumption.

As detailed in Table E-5, operation of the proposed Project is estimated to result in approximately 1,541,371 kilowatt-hours (kWh) of electricity per year. As shown in table E-6, operation of the Project is anticipated to result in 200,310 gallons of gasoline fuel. In addition, the Project would adhere to City of Menifee Industrial Good Neighbor Policies, that limits idling times to no more than 3 minutes, which would preclude unnecessary and wasteful consumption of fuel due to unproductive idling of trucks.

Table E- 5: Project-Generated Traffic Annual Fuel Consumption

Vehicle Type	Average Vehicle Fuel Economy (mpg)	Annual VMT	Estimated Annual Fuel Consumption (gallons)
LDA	30.60	816,324	26,675
LDT1	24.15	66,173	2,740
LDT2	23.88	324,568	13,591
MDV	15.29	223,991	14,652
MCY	15.29	32,940	2,155
LHD1	15.81	129,158	8,168
LHD2	15.29	36,441	2,384
MHD	8.40	209,204	24,904
HHD	6.04	634,721	105,042
	TOTAL (ALL VEHICLES)	***2,473,518***	***200,310***

MDV = Medium Duty Trucks; LHDT1 = Light-Duty Trucks (Vehicles under the LHDT1 category have a GVWR of 8,501 to 10,000 lbs.); LHDT2 = Light-Duty Trucks (Vehicles under the LHDT2 category have a GVWR of 10,001 to 14,000 lbs.); OBUS = Other Buses; UBUS = Urban Buses

MCY = Motorcycle; SBUS = School Bus; MH = Motorhome

Table E- 6: Project Annual Operational Natural Gas and Electricity Demand Summary

Land Use	Natural Gas Demand (kBTU/year)	Electricity Demand (kWh/year)
Manufacturing	0	621,990
Warehousing	0	860,235
Landscape	0	0
Parking	0	59,146
Other Asphalt Surfaces	0	0
TOTAL PROJECT ENERGY DEMAND	***0***	***1,541,371***

The proposed Project has no unusual characteristics that would make the construction fuel and energy consumption associated with construction of the Project less efficient compared with other similar construction sites throughout the state. The consumption would also be temporary and localized. Operation of the 251,133 SF industrial building would comply with all the energy efficiency requirements under Title 24 (as provided in Chapter 8.06 of the City's Municipal Code and included as PPP ENG-1) and all applicable City business and energy codes ordinances. Therefore, the construction and operation of the Project would result in a less than significant impact for inefficient, wasteful, or unnecessary energy use, and no mitigation would be required.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. The State of California has established a comprehensive framework for the use of efficient energy. This occurs through the implementation of the Clean Energy and Pollution Reduction Act of 2015 (SB 350), Title 24 Energy Efficiency Standards, and the California Green (CalGreen) Building Standards (included as PPP ENG-1). Additionally, the City's General Plan includes Policy OCS-4.1, which requires application of energy efficiency and conservation practices in land use, transportation demand management, and subdivision and building design. Project design would be consistent with requirements of CalGreen standards pertaining to building energy efficiency. Standards incorporate requirements for energy-efficient windows, insulation, lighting, ventilation systems, and low flow fixtures. The proposed Project would comply with existing regulations as ensured through the City's plan check and permitting process. Thus, construction and operation of the proposed Project would not conflict with or obstruct State or local plans for energy efficiency or renewable energy.

Existing Plans, Programs, or Policies

PPP ENG-1: CalGreen Compliance. The Project is required to comply with the CalGreen Building Code to ensure efficient use of energy as adopted under Chapter 8.06 of the City's Municipal Code. CalGreen specifications are required to be incorporated into building plans as a condition of building permit approval.

Mitigation Measures

No mitigation measures related to energy are required.

Sources

Urban Crossroads. Ethanac and Barnett Energy Tables (Urban Crossroads 2022c) (Appendix F).

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

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

No Impact. The Project site is not located within a designated Alquist-Priolo Earthquake Fault Zone and no faults were identified on the site (NorCal Engineering 2021). The closet known active fault to the site with the potential for surface fault rupture is the Elsinore fault, located approximately 4.97 miles from the site. Therefore, the Project would not directly or indirectly cause potential risk of loss, injury, or death involving the rupture of a known earthquake fault. No impact would occur.

ii. Strong seismic ground shaking?

Less than Significant Impact. The Project site is located within a seismically active region of Southern California. As mentioned previously, the Elsinore fault is located approximately 4.97 miles from the site (NorCal Engineering 2021). The amount of motion expected at the Project site can vary from none to forceful depending upon the distance to the fault and the magnitude of the earthquake. Ground shaking originating from earthquakes along other active faults in the region is expected to induce lower horizontal accelerations due to smaller anticipated earthquakes and/or greater distances to other faults.

Structures built in the City of Menifee are required to be built in compliance with CBC, which regulates all building and construction projects within the City and implements a minimum standard for building design and construction that includes specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition. Compliance with the CBC would include the incorporation of 1) seismic safety features to minimize the potential for significant effects as a result of earthquakes; 2) proper building footings and foundations; and 3) construction of the building structures so that it would withstand the effects of strong ground shaking. Implementation of CBC standards would be verified by the City during the plan check and permitting process. Because the proposed Project would be constructed in compliance with the CBC, the proposed Project would result in a less than significant impact related to strong seismic ground shaking.

iii. Seismic-related ground failure, including liquefaction?

Less than Significant Impact. Soil liquefaction is a phenomenon in which saturated, cohesionless soils layers, located within approximately 50 feet of the ground surface, lose strength due to cyclic pore water pressure generation from seismic shaking or other large cyclic loading. During the loss of stress, the soil acquires "mobility" sufficient to permit both horizontal and vertical movements. Soil properties and soil conditions such as type, age, texture, color, and consistency, along with historical depths to ground water are used to identify, characterize, and correlate liquefaction susceptible soils.

According to the Geotechnical Engineering Investigation, the Project site is not located within a liquefaction hazard zone (NorCal Engineering 2021). The potential for liquefaction at the site is expected to be very low due to the dense and very dense subsurface soils. In addition, the proposed Project would be required to be constructed in compliance with the CBC and the City's Municipal Code, included as PPP GEO-1, which would be verified through the City's plan check and permitting process. With compliance with existing regulations and the Project location, impacts related to seismically related ground failure and liquefaction would be less than significant.

iv. Landslides?

No Impact. Landslides and other slope failures are secondary seismic effects that occur during or soon after earthquakes. Areas that are most susceptible to earthquakes induced landslides are steep slopes underlain by loose, weak soils, and areas on or adjacent to existing landslide deposits.

As described above, the Project site is located in a seismically active region subject to strong ground shaking. However, the Geotechnical Engineering Investigation states that the site is not within an area identified to be a seismically-induced landslide hazard zone (Leighton 2021). Therefore, the Project would not cause potential substantial adverse effects related to slope instability or seismically induced landslides.

b) Result in soil erosion or the loss of topsoil?

Less than Significant Impact. Construction of the proposed Project has the potential to contribute to soil erosion and the loss of topsoil. Excavations and grading activities that would be required for the Project would expose and loosen topsoil, which could be eroded by wind or water.

Chapter 15.01 of the City's Municipal Code, Storm Water/Urban Runoff, implements the requirements of the Santa Ana Regional Water Quality Control Board (RWQCB) National Pollutant Discharge Elimination System (NPDES) Storm Water Permit Regional Board Order No. R8-2010-0033, as amended, (MS4 Permit) establishes minimum stormwater management requirements and controls that are required to be implemented for construction activities for the Project.

To reduce the potential for soil erosion and the loss of topsoil, a Stormwater Pollution Prevention Plan (SWPPP) is required by these City and RWQCB regulations to be developed by a QSD (Qualified SWPPP Developer), which would be implemented by PPP WQ-1. The SWPPP is required to address site-specific conditions related to specific grading and construction activities that could cause erosion and the loss of topsoil and provide erosion control BMPs to reduce or eliminate the erosion and loss of topsoil. Erosion control BMPs include use of: silt fencing, fiber rolls, or gravel bags, stabilized construction entrance/exit, hydroseeding, etc. With compliance with the City's Municipal Code stormwater management requirements, RWQCB SWPPP requirements, and installation of BMPs, which would be implemented by the City's Project review by the Department of Public Works, construction impacts related to erosion and loss of topsoil would be less than significant.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?

Less than Significant Impact. Landslides and other forms of mass wasting, including mud flows, debris flows, and soil slips, occur as soil moves downslope under the influence of gravity. Landslides are frequently triggered by intense rainfall or seismic shaking. As described in Response a) iv., the Project site is located in a relatively flat developed urban area that does not contain or adjacent to large slopes, and the Project would not generate large slopes. Therefore, impacts related to landslides would not occur.

Lateral spreading is a type of liquefaction-induced ground failure associated with the lateral displacement of surficial blocks of sediment resulting from liquefaction in a subsurface layer. Once liquefaction transforms the subsurface layer into a fluid mass, gravity plus the earthquake inertial forces may cause the mass to move downslope towards a free face (such as a river channel or an

embankment). Lateral spreading may cause large horizontal displacements and such movement typically damages pipelines, utilities, bridges, and structures. Since the Project site is relatively flat and constrained laterally, earthquake-induced lateral spreading is not considered a hazard at the site. Thus, impacts related to lateral spreading would likely not occur.

Subsidence is a general lowering of the ground surface over a large area that is generally attributed to lowering of the ground water levels within a groundwater basin. Localized or focal subsidence or settlement of the ground can occur as a result of an earthquake motion in an area where groundwater in basin is lowered. The depth of groundwater was detected at an elevation of greater than 50 feet below existing grade (NorCal Engineering 2021). The Project would not pump water from the Project area, however, slight subsidence is anticipated as a result of soil excavation and compaction. Thus, impacts related to subsidence would be less than significant.

d) 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?

Less than Significant Impact. Expansive soils contain certain types of clay minerals that shrink or swell as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semiarid areas with seasonal changes of soil moisture experience, such as southern California, have a higher potential of expansive soils than areas with higher rainfall and more constant soil moisture.

The Geotechnical Engineering Investigation determined that the site soils are anticipated to have a "medium" expansion potential based on soils testing. In addition, as described in the previous responses, the Project would be required to be constructed in compliance with the CBC and the City's Municipal Code, that require appropriate back fill, compaction of soils, and foundation design to ensure stable soils, which would be verified through the City's plan check and permitting process. Additionally, the Geotechnical Engineering Investigation includes expansive soil guidelines for the Project. Thus, impacts related to expansive soils would be less than significant.

e) 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?

No Impact. No septic tanks or alternative wastewater disposal systems are proposed. The Project would connect to the existing infrastructure that is adjacent to the site. Therefore, no impacts related to the use of such facilities would occur from implementation of the Project.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant with Mitigation Incorporated. Paleontological resources, or fossils, are the remains of ancient plants and animals that can provide scientifically significant information about the history of life on Earth. Paleontological "sensitivity" is defined as the potential for a geologic unit to produce scientifically significant fossils. This sensitivity is determined by rock type, past history of the rock unit in producing significant fossils, and fossil localities that are recorded from that unit. Paleontological sensitivity is assigned based on fossil data collected from the entire geologic unit, not just a specific site.

A Paleontological Assessment was prepared for the Project by Brian F. Smith Associates (BFSA PALEO 2022). Research has confirmed the existence of potentially fossiliferous Pleistocene old

alluvia fan deposits (Qofs) at the site and the occurrence of terrestrial vertebrate fossils from Pleistocene alluvial fan deposits in western Riverside County is well documented. The "High" paleontological sensitivity rating assigned to the formations for yielding paleontological resources supports the recommendation that paleontological monitoring be implemented during mass grading and excavation activities to mitigate any adverse impacts to potential nonrenewable paleontological resources. Full-time monitoring of undisturbed old alluvial deposits at the site is warranted starting at 5-feet below the surface. Therefore, Mitigation Measure GEO-1 has been included to provide procedures to be followed in the unlikely event that potential paleontological resources are discovered during grading or excavation activities. Mitigation Measure GEO-1 would reduce potential impacts to undiscovered paleontological resources to a less than significant level.

Existing Plans, Programs, or Policies

PPP GEO-1: California Building Code. The Project is required to comply with the California Building Code as included in the City's Municipal Code Chapter 8.26 to preclude significant adverse effects associated with seismic hazards. California Building Code related and geologist and/or civil engineer specifications for the Project are required to be incorporated into grading plans and specifications as a condition of Project approval.

PPP WQ-1: SWPPP. Prior to grading permit issuance, the Project developer shall have a Stormwater Pollution Prevention Plan (SWPPP) prepared by a QSD (Qualified SWPPP Developer) in accordance with the City's Municipal Code Chapter 15.01 Storm Water/Urban Runoff and the Santa Ana RWQCB NPDES Storm Water Permit Regional Board Order No. R8-2010-0033. The SWPPP shall incorporate all necessary Best Management Practices (BMPs) and other NPDES regulations to limit the potential of erosion and polluted runoff during construction activities. Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by Menifee staff or its designee to confirm compliance.

Mitigation Measures

Mitigation Measure GEO-1: Paleontological Resources Monitoring. The following Paleontological Resources Monitoring guidelines, outlined below, are based on the findings stated above. Paleontological monitoring may be reduced on the observations and recommendations of the professional-level Project paleontologist. The following guidelines, when implemented, would reduce potential impacts of paleontological resources to a level below significant:

1. Monitoring of mass grading and excavation activities in areas identified as likely to contain paleontological resources shall be performed by a city-qualified paleontologist or paleontological monitor supervised by a city-qualified paleontologist. Starting at five feet below the surface, monitoring will be conducted full-time in areas of grading or excavation in undisturbed Pleistocene old alluvial fan deposits.

2. Paleontological monitors will be equipped to salvage fossils as they are unearthed to avoid construction delays. The monitor must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or, if present, are determined upon exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources. The monitor shall notify the project paleontologist, who will then notify the concerned parties of the discovery.

3. Paleontological salvage during trenching and boring activities is typically from the generated spoils and does not delay the trenching or drilling activities. Fossils are collected and placed in cardboard flats or plastic buckets and identified by field number, collector, and date collected. Notes are taken on the map location and stratigraphy of the site, which is photographed before it is vacated and the fossils are removed to a safe place. On mass grading projects, discovered fossil sites are protected by flagging to prevent them from being overrun by earthmovers (scrapers) before salvage begins. Fossils are collected in a similar manner, with notes and photographs being taken before removing the fossils. Precise location of the site is determined with the use of handheld GPS units. If the site involves remains from a large terrestrial vertebrate, such as large bone(s) or a mammoth tusk, that is/are too large to be easily removed by a single monitor, a fossil recovery crew shall excavate around the find, encase the find within a plaster and burlap jacket, and remove it after the plaster is set. For large fossils, use of the contractor's construction equipment may be solicited to help remove the jacket to a safe location.

4. Isolated fossils are collected by hand, wrapped in paper, and placed in temporary collecting flats or five-gallon buckets. Notes are taken on the map location and stratigraphy of the site, which is photographed before it is vacated and the fossils are removed to a safe place.

5. Particularly small invertebrate fossils typically represent multiple specimens of a limited number of organisms, and a scientifically suitable sample can be obtained from one to several five-gallon buckets of fossiliferous sediment. If it is possible to dry screen the sediment in the field, a concentrated sample may consist of one or two buckets of material. For vertebrate fossils, the test is usually the observed presence of small pieces of bones within the sediments. If present, as multiple five-gallon buckets of sediment can be collected and returned to a separate facility to wet-screen the sediment.

6. In accordance with the "Microfossil Salvage" section of the SVP guidelines (2010:7), bulk sampling and screening of fine-grained sedimentary deposits (including carbonate-rich paleosols) must be performed if the deposits are identified to possess indications of producing fossil "microvertebrates" to test the feasibility of the deposit to yield fossil bones and teeth.

7. In the laboratory, individual fossils are cleaned of extraneous matrix, any breaks are repaired, and the specimen, if needed, is stabilized by soaking in an archivally approved acrylic hardener (e.g., a solution of acetone and Paraloid B-72).

8. Recovered specimens are prepared to a point of identification and permanent preservation (not display), including screen-washing sediments to recover small invertebrates and vertebrates. Preparation of individual vertebrate fossils is often more time-consuming than for accumulations of invertebrate fossils.

9. Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage (e.g., the WSC) shall be conducted. The paleontological program should include a written repository agreement prior to the initiation of mitigation activities. Prior to curation, the lead agency (the City of Menifee) will be consulted on the repository/museum to receive the fossil material.

10. A final report of findings and significance will be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location(s). The report, when submitted to, and accepted by, the appropriate lead agency, will signify satisfactory completion of the project program to mitigate impacts to any potential nonrenewable paleontological resources (*i.e.,* fossils) that might have been lost or otherwise adversely affected without such a program in place.

Sources

Brian F. Smith and Associates, Inc. Paleontological Assessment, 2022 (BFSA PALEO 2022). (See Appendix G)

NorCal Engineering. Geotechnical Engineering Investigation, Proposed Industrial Waterhouse Development, 2022 (NorCal Engineering 2021). (See Appendix E)

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

The discussion below is based on the Greenhouse Gas Impact Analysis (Urban Crossroads 2022d) included as Appendix H.

Explanation

Constituent gases of the Earth's atmosphere, called atmospheric greenhouse gases (GHGs), play a critical role in the Earth's radiation amount by trapping infrared radiation from the Earth's surface, which otherwise would have escaped to space. Prominent greenhouse gases contributing to this process include carbon dioxide (CO_2), methane (CH_4), ozone (O_3), water vapor, nitrous oxide (N_2O), and chlorofluorocarbons (CFCs). This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable climate. Anthropogenic (caused or produced by humans) emissions of these greenhouse gases in excess of natural ambient concentrations are responsible for the enhancement of the Greenhouse Effect and have led to a trend of unnatural warming of the Earth's natural climate, known as global warming or climate change. Emissions of gases that induce global warming are attributable to human activities associated with industrial/manufacturing, agriculture, utilities, transportation, and residential land uses.

Section 15364.5 of the California Code of Regulations defines GHGs to include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. Transportation is responsible for 37 percent of the state's greenhouse gas emissions, followed by electricity generation. Emissions of CO_2 and N_2O are byproducts of fossil fuel combustion. Methane, a potent greenhouse gas, results from off-gassing associated with agricultural practices and landfills. Sinks of CO_2, where CO_2 is stored outside of the atmosphere, include uptake by vegetation and dissolution into the ocean.

California has passed several bills and the Governor has signed at least three executive orders regarding greenhouse gases. GHG statues and executive orders (EO) include AB 32, SB 1368, EO S-03-05, EO S-20-06 and EO S-01-07. These regulations require the use of alternative energy, such as solar power. Solar projects produce electricity with no GHG emissions and assist in offsetting GHG emissions produced by fossil-fuel-fired power plants.

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant Impact. Global climate change (GCC) describes alterations in weather features (e.g., temperature, wind patterns, precipitation, and storms) that occur across the Earth as a whole. GCC is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough GHG emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact.

The principal GHGs of concern contributing to the greenhouse effect are CO2, CH4, N2O, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. GHGs are produced by both direct and indirect emissions sources. Direct emissions include consumption of natural gas, heating and cooling of buildings, landscaping activities and other equipment used directly by land uses. Indirect emissions include the consumption of fossil fuels for vehicle trips, electricity generation, water usage, and solid waste disposal. The large majority of GHG emissions generated from residential projects are related to vehicle trips.

The City has not established local CEQA significance thresholds for GHG emissions; however, the SCAQMD has proposed interim numeric GHG significance thresholds that are based on capture of approximately 90 percent of emissions from development, which is 3,000 metric tons carbon dioxide equivalent (MTCO2e) per year (SCAQMD 2008). This approach is widely used by cities in the South Coast Air Basin, including the City of Menifee. As such, this threshold is utilized herein to determine if GHG emissions from this Project would be significant.

Construction

During construction, temporary sources of GHG emissions include construction equipment and workers' commutes to and from the site. The combustion of fossil-based fuels creates GHGs such as CO_2, CH_4, and N_2O. As shown on Table GHG-1, the Project has the potential to generate a total of approximately 40.63 $MTCO_2e$ per year from construction emissions amortized over 30 years per SCAQMD methodology.

Table GHG- 1: Project Construction GHG Emissions

Year	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e[2]
2023	675.00	0.03	0.04	0.77	689.00
2024	524.00	0.02	0.02	0.29	530.00
Total GHG Emissions	1,199.00	0.05	0.06	1.06	1,219.00
Amortized Construction Emissions	**39.97**	**1.67E-03**	**2.00E-03**	**0.04**	**40.63**

Source: Appendix H

[2] CalEEMod reports the most common GHGs emitted which include CO_2, CH_4, and N_2O. These GHGs are then converted into the CO_2e by multiplying the individual GHG by the GWP.

Operation

During operations, the Project would generate long-term GHG emissions from vehicular trips; water, natural gas, and electricity consumption; and solid waste generation. Operational activities associated with the Project would result in emissions of CO_2, CH_4, and N_2O from the following primary sources:

- Area Source Emissions
- Energy Source Emissions
- Mobile Source Emissions
- On-Site Cargo Handling Equipment Emissions
- Water Supply, Treatment, and Distribution
- Solid Waste
- Refrigerants

Natural gas use results in the emission of 2 GHGs: CH_4 (the major component of natural gas) and CO_2 (from the combustion of natural gas). Electricity use can result in GHG production if the electricity is generated by combusting fossil fuel.

The Project would result in approximately 1,121.38 $MTCO_2e$/yr from construction, area, energy, waste, and water usage. In addition, the Project has the potential to result in an additional 1,864.00 $MTCO_2e$ per year from mobile sources under if the assumption is made that all of the vehicle trips to and from the Project are "new" trips resulting from the development of the Project. As such, the Project has the potential to generate a total of approximately 2,985.38 $MTCO_2e$ per year. The Project would not exceed the SCAQMD's numeric threshold of 3,000 $MTCO_2e$ per year and impacts would be less than significant.

Table GHG- 2: Project Total Net GHG Emissions

Emission Source	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Annual construction-related emissions amortized over 30 years	39.97	1.67E-03	2.00E-03	0.04	40.63
Mobile Source	1,797.00	0.04	0.21	2.52	1,864.00
Area Source	5.11	0.00	0.00	0.00	5.52
Energy Source	243.40	0.02	0.00	0.00	244.90
Water Usage	82.44	1.90	0.04	0.00	143.40
Waste	21.79	2.18	0.00	0.00	76.25
Refrigerants	0.00	0.00	0.00	38.38	38.38
On-Site Equipment					572.30
Total CO_2e (All Sources)	**2,985.38**				

Source: Appendix H

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant Impact. The Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. As described in the previous response, the Project would not exceed thresholds related to GHG emissions. In addition, the Project would comply with regulations imposed by the state that reduce GHG emissions, as described below:

On September 8, 2016, Governor Brown signed SB 32 and its companion bill, AB 197. SB 32 requires the state to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal and provides an intermediate goal to achieving S-3-05, which sets a statewide GHG reduction target of 80% below 1990 levels by 2050. AB 197 creates a legislative committee to oversee regulators to ensure that CARB not only responds to the Governor, but also the Legislature.

The 2017 Scoping Plan Update reflects the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. Table GHG-3 summarizes the Project's consistency with the 2017 Scoping Plan. As summarized, the project will not conflict with any of the provisions of the Scoping Plan and in fact supports seven of the action categories.

Table GHG- 3: 2017 Scoping Plan Consistency

Action	Responsible Parties	Consistency
Implement SB 350 by 2030		
Increase the Renewables Portfolio Standard to 50% of retail sales by 2030 and ensure grid reliability.	CPUC, CEC, CARB	Consistent. The Project would use energy from Southern California Edison (SCE). SCE has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources. The Project would not interfere with or obstruct SCE energy source diversification efforts.
Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.		Consistent. The Project would be constructed in compliance with applicable California Building Code requirements. Specifically, new buildings must achieve compliance with the current Building and Energy Efficiency Standards and the current California Green Building Standards requirements, or the applicable standards in place at the time building permit document submittals are made. The proposed Project includes energy efficient field lighting and fixtures that meet the current Title 24 Standards throughout the Project Site and would be a modern development with energy efficient boilers, heaters, and air conditioning systems.
Reduce GHG emissions in the electricity sector through the implementation of the above measures and other actions as modeled in Integrated Resource Planning (IRP) to meet GHG emissions reductions planning targets in the IRP process. Load-serving entities and publicly owned utilities meet GHG emissions reductions planning targets through a combination of measures as described in IRPs.		

Action	Responsible Parties	Consistency
Implement Mobile Source Strategy (Cleaner Technology and Fuels)		
At least 1.5 million zero emission and plug-in hybrid light-duty EVs by 2025.	CARB, California State Transportation Agency (CalSTA), Strategic Growth Council (SGC), California Department of Transportation (Caltrans), CEC, OPR, Local Agencies	Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty EV 2025 targets. As this is a CARB enforced standard, vehicles that access the Project are required to comply with the standards and will therefore comply with the strategy.
At least 4.2 million zero emission and plug-in hybrid light-duty EVs by 2030.		Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty EV 2030 targets. As this is a CARB enforced standard, vehicles that access the Project are required to comply with the standards and will therefore comply with the strategy.
Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.		Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations. As this is a CARB enforced standard, vehicles that access the Project are required to comply with the standards and will therefore comply with the strategy.
Medium- and Heavy-Duty GHG Phase 2.		Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to implement Medium- and Heavy-Duty GHG Phase 2. As this is a CARB enforced standard, vehicles that access the Project are required to comply with the standards and will therefore comply with the strategy.
Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20% of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100% of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NO_X standard.		Consistent. The Project would not obstruct or interfere with agency efforts to transition to a suite of to-be-determined innovative clean transit options.

Action	Responsible Parties	Consistency
Last Mile Delivery: New regulation that would result in the use of low NO_X or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5% of new Class 3–7 truck sales in local fleets starting in 2020, increasing to 10% in 2025 and remaining flat through 2030.		Consistent. The Project would not obstruct or interfere with agency efforts to use low NO_X or cleaner engines or the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California.
Further reduce vehicle miles traveled (VMT) through continued implementation of SB 375 and regional Sustainable Communities Strategies; forthcoming statewide implementation of SB 743; and potential additional VMT reduction strategies not specified in the Mobile Source Strategy but included in the document "Potential VMT Reduction Strategies for Discussion."		Consistent. This Project would not obstruct or interfere with implementation of SB 375 and would therefore not conflict with this measure.
Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).	CARB	Consistent. The Project would not obstruct or interfere with agency efforts to increase stringency of SB 375 Sustainable Communities Strategy.
Harmonize project performance with emissions reductions and increase competitiveness of transit and active transportation modes (e.g., via guideline documents, funding programs, project selection, etc.).	CalSTA, SGC, OPR, CARB, Governor's Office of Business and Economic Development (GO-Biz), California Infrastructure and Economic Development Bank (IBank), Department of Finance (DOF), California Transportation Commission (CTC), Caltrans	Consistent. The Project would not obstruct or interfere with agency efforts to harmonize transportation facility project performance with emissions reductions, increase competitiveness of transit and active transportation modes, implantation of sidewalks/Class I shared use trails, and bus stops.
By 2019, develop pricing policies to support low-GHG transportation (e.g., low-emission vehicle zones for heavy duty, road user, parking pricing, transit discounts).	CalSTA, Caltrans, CTC, OPR, SGC,	Consistent. The Project would not obstruct or interfere with agency efforts to develop pricing policies to support low-GHG transportation.

Action	Responsible Parties	Consistency
	CARB	
Implement California Sustainable Freight Action Plan		
Improve freight system efficiency.	CalSTA, CalEPA, CNRA, CARB, Caltrans, CEC, GO-Biz	Consistent. This measure would apply to all trucks accessing the Project site, this may include existing trucks or new trucks that are part of the statewide goods movement sector. The Project would not obstruct or interfere with agency efforts to Improve freight system efficiency.
Deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.		Consistent. The Project would not obstruct or interfere with agency efforts to deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.
Adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%.	CARB	Consistent. When adopted, this measure would apply to all fuel purchased and used by the Project in the state. The Project would not obstruct or interfere with agency efforts to adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%.
Implement the Short-Lived Climate Pollutant Strategy (SLPS) by 2030		
40% reduction in methane and hydrofluorocarbon emissions below 2013 levels.	CARB, CalRecycle, CDFA, California State Water Resource Control Board (SWRCB), Local Air Districts	Consistent. The Project would not obstruct or interfere with agency efforts to reach a 40% reduction in methane and hydrofluorocarbon emissions below 2013 levels or 50% reduction in black carbon emissions below 2013 levels.
50% reduction in black carbon emissions below 2013 levels.		
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	CARB, CalRecycle, CDFA, SWRCB, Local Air Districts	Consistent. The Project would not obstruct or interfere with agency efforts to develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.
Implement the post-2020 Cap-and-Trade Program with declining annual caps.	CARB	Consistent. Cap-and-Trade Program provisions do not apply to this Project. The Project would not obstruct or interfere agency efforts to implement the post-2020 Cap-and-Trade Program.

Action	Responsible Parties	Consistency
By 2018, develop Integrated Natural and Working Lands Implementation Plan to secure California's land base as a net carbon sink		
Protect land from conversion through conservation easements and other incentives.	CNRA, Departments Within CDFA, CalEPA, CARB	Consistent. The Project would not obstruct or interfere with agency efforts to protect land from conversion through conservation easements and other incentives. It should also be noted that the Project site is not an identified property that needs to be conserved.
Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity.		Consistent. The Project site is vacant disturbed property and does not comprise an area that would effectively provide for carbon sequestration. The Project would not obstruct or interfere agency efforts to increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity.
Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments.		Consistent. To the extent appropriate for the proposed buildings, wood products would be used in construction, including for the roof structure. Additionally, the proposed project includes landscaping, including.
Establish scenario projections to serve as the foundation for the Implementation Plan.		Consistent. The Project would not obstruct or interfere with agency efforts to establish scenario projections to serve as the foundation for the Implementation Plan.
Implement Forest Carbon Plan	CNRA, California Department of Forestry and Fire Protection (CAL FIRE), CalEPA and Departments Within	Consistent. The Project would not obstruct or interfere with agency efforts to implement Forest Carbon Plan.
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	State Agencies & Local Agencies	Consistent. The Project would not obstruct or interfere with agency efforts to fund and finance mechanisms to support GHG reductions across all sectors.

Source: Appendix H

As shown above, the Project would not conflict with any of the 2017 Scoping Plan elements as any regulations adopted would apply directly or indirectly to the Project. Further, recent studies show that the State's existing and proposed regulatory framework will allow the State to reduce its GHG emissions level to 40% below 1990 levels by 2030

The City currently does not have an adopted Climate Action Plan to reduce GHG emissions, and as described in the previous response, emissions would not exceed the thresholds. Therefore, implementation of the Project would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases and impacts would be less than significant

Existing Plans, Programs, or Policies

See (b) above for applicable regulations.

Mitigation Measures

No mitigation measures related to greenhouse gas emissions are required.

Sources

Urban Crossroads. Ethanac and Barnett Greenhouse Gas Impact Analysis (Urban Crossroads 2022d) (See Appendix H).

South Coast Air Quality Management District Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Thresholds (SCAQMD 2008). Accessed: http://www.aqmd.gov/docs/defaultsource/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significancethresholds/ghgattachmente.pdf

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

The discussion below is based on the Phase I Environmental Assessment, prepared by AEI Consultants, June 2, 2021 (AEI 2021) and the Limited Phase II Subsurface Investigation, prepared by AEI Consultants, July 6, 2022 (AEI 2022) (Appendices H and I).

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant Impact. A hazardous material is defined as any material that, due to its quantity, concentration, or physical or chemical characteristics, poses a significant present or

potential hazard to human health and safety or to environment if released into the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous wastes, and any material that regulatory agencies have a reasonable basis for believing would be injuries to the health and safety of persons or harmful to the environment if released into the home, workplace, or environment. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment.

There are multiple state and local laws that regulate the storage, use, and disposal of hazardous materials. The Riverside County Department of Environmental Health Hazardous Materials Branch is the local administrative agency that coordinates regulatory programs that regulate use, storage, and handling of hazardous materials, including Hazardous Materials Business Plans. As required by the County's standard conditions of approval, should tenants of the proposed building utilize or transport hazardous materials, the tenant/business would also be required to comply with Riverside County Department of Environmental Health conditions, and if required, the California Accidental Release Program (CalARP). CalARP would require the tenant to provide a Risk Management Plan and allow site access for routine inspections of CalARP facilities.

Construction

The proposed construction activities would involve the transport, use, and disposal of hazardous materials such as paints, solvents, oils, grease, and caulking. In addition, hazardous materials would be needed for fueling and servicing construction equipment on the site. These types of materials are not acutely hazardous, and all storage, handling, use, and disposal of these materials are regulated by federal and state requirements, which the Project construction activities are required to strictly adhere to. These regulations include: the federal Occupational Safety and Health Act and Hazardous Materials Transportation Act; Title 8 of the California Code of Regulations (CalOSHA), and the state Unified Hazardous Waste and Hazardous Materials Management Regulatory Program. As a result, routine transport and use of hazardous materials during construction would be less than significant.

Operation

Operations of the proposed Project would include warehousing and manufacturing activities, which generally use limited hazardous materials, such as: cleaning agents, paints, pesticides, batteries, and aerosol cans. Normal routine use of these products would not result in a significant hazard to residents or workers in the vicinity of the Project.

Also, should any future business that occupies the proposed building handle acutely hazardous materials (as defined in Section 25500 of California Health and Safety Code, Division 20, Chapter 6.95) the business would require a permit from the Riverside County Department of Environmental Health Hazardous Materials Branch. Such businesses are also required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to the County Hazardous Materials Branch and the State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business. In addition, any business handling at any one time, greater than 500 pounds of solid, 55 gallons of liquid, or 200 cubic feet of gaseous hazardous material, is required, under Assembly Bill 2185 (AB 2185), to file a Hazardous Materials Business Emergency Plan with the County. A Hazardous Materials Business Emergency Plan is a written set of procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material. The intent of the Hazardous Materials Business Emergency Plan is to satisfy federal and state right-to-know laws and to provide detailed information for use by emergency responders.

Therefore, if future businesses that use or store hazardous materials occupy the proposed building, the business owners and operators would be required to comply with all applicable federal, state, and local regulations, as permitted by the County Department of Environmental Health Hazardous Materials Branch to ensure proper use, storage, and disposal of hazardous substances. Overall, operation of the proposed Project would result in a less than significant impact related to the routine transport, use, or disposal of hazardous materials.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than Significant Impact. Less than Significant Impact. In 2021 a Phase I Environmental Site Assessment (ESA) was conducted for the Project site by AEI Consultants (AEI 2021). The Phase I ESA did not identify any recognized environmental conditions (RECs), controlled RECs, or historic RECs.

The Phase I ESA identified that the site was historically used for agricultural purposes. As such, there is potential that agricultural chemicals, such as pesticides, herbicides, and fertilizers were used on site and traces of such chemicals may still be present. A Phase II Limited Subsurface Investigation was conducted to assess site soils to determine if agricultural chemicals are present. Seven shallow soil composites soil samples and one duplicate composite soil sample were collected and analyzed for OCPs and chlorinated herbicides. Additionally, eight samples were analyzed for arsenic. The results of the soil sampling detected Dichlorodiphenyldichloroethane (DDE) with a maximum concentration of 0.0193 mg/kg and 4,4'-DDE with a maximum concentration of 0.0069 mg/kg. Given a maximum dilution of 4:1 based on composite sampling, these concentrations are below their respective residential environmental screening levels. No other organochlorine pesticides (OCPs) and chlorinated herbicides were detected in the soil samples collected and analyzed above their respective laboratory method detection limits. Arsenic was not detected at concentrations above the maximum background concentration of 11.0 mg/kg in the soil samples collected at the site. Based on the results of the Phase II Investigation, no further analysis is warranted (AEI 2022).

Construction
As described previously, construction of the proposed Project would involve the limited use and disposal of hazardous materials. Equipment that would be used in construction of the Project has the potential to release gas, oils, greases, solvents; and spills of paint and other finishing substances. However, the amount of hazardous materials onsite would be limited, and construction activities would be required to adhere to all applicable regulations regarding hazardous materials storage and handling, as well as to implement construction BMPs (through implementation of a required SWPPP implemented by County conditions of approval, and included as PPP HYD-1) to prevent a hazardous materials release and to promptly contain and clean up any spills, which would minimize the potential for harmful exposures. With compliance to existing laws and regulations, which is mandated by the County through construction permitting, the Project's construction-related impacts would be less than significant.

Accidental Releases. The routine use, storage, transport, and disposal of hazardous materials in accordance with applicable regulations during construction activities would not pose health risks or result in significant impacts. To avoid an impact related to an accidental release, the use of best management practices (BMPs) during construction are implemented as part of a SWPPP as required by the National Pollution Discharge Elimination System General Construction Permit (and included as PPP HYD-1). Implementation of an SWPPP would minimize potential adverse effects to workers,

the public, and the environment. Construction contract specifications would include strict on-site handling rules and BMPs that include, but are not limited to:

- Establishing a dedicated area for fuel storage and refueling and construction dewatering activities that includes secondary containment protection measures and spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

Operation

As described above, the risks related to upset or accident conditions involving the release of hazardous materials into the environment would be adequately addressed through compliance with existing federal, state, and local regulations. Development of the proposed Project would result in various limited warehousing and manufacturing uses that would use and store common hazardous materials such as paints, solvents, and cleaning products. Also, building mechanical systems and grounds and landscape maintenance could also use a variety of products formulated with hazardous materials, including fuels, cleaners, lubricants, adhesives, sealers, and pesticides/herbicides.

The environmental and health effects of different chemicals are unique to each chemical and depend on the extent to which an individual is exposed. The extent and exposure of individuals to hazardous materials would be limited by the relatively small quantities of these materials that would be stored, used, and handled. Additionally, any business or facility which uses, generates, processes, produces, packages, treats, stores, emits, discharges, or disposes of hazardous material (or waste) would require a hazardous materials handler permit from the Riverside County Department of Environmental Health Hazardous Materials Division, as described previously.

Through existing City and County Health Hazardous Materials Division permitting and occupancy procedures, hazardous materials would be used and stored in accordance with applicable regulations and such uses would be required to comply with federal and state laws to reduce the potential consequences of hazardous materials accidents. In addition, a Water Quality Management Plan (WQMP) is required to be implemented for the Project (as further discussed in Section 10, *Hydrology and Water Quality*, and included as PPP WQ-2). The BMPs that would be implemented as part of the plan and would protect human health and the environment should any accidental spills or releases of hazardous materials occur during operation of the Project.

As a result, implementation of the proposed Project would not result in 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, and operational impacts would be less than significant.

c) Emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. There are no existing or proposed schools within 0.25 mile of the Project site. The closest school to the Project site is Romoland Elementary School which is located approximately 1.35 miles east at 25890 Antelope Rd, Romoland, CA 92585.

Thus, the Project would not emit hazardous or handle acutely hazardous materials, substances, or waste near a school, and there would be no impact.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. According to the California Department of Toxic Substances Control EnviroStor listing and the Phase I ESA, the Project site is not located on any hazardous material sites listed, pursuant to Government Code Section 65962.5. As a result, impacts related to hazards from being located on or adjacent to a hazardous materials site are unlikely to occur from implementation of the proposed Project and there would be no impact..

e) For a project 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?

No Impact. Perris Valley Airport is located approximately 2.14 miles northwest of the Project site. According to the Riverside County Airport Land Use Compatibility Plan Policy Document, the Project site is not located within the Perris Valley Airport Compatibility Zone, nor is it within the Airspace Protection Zone (Riverside County Airport Land Use Commission 2011). The entire Project Site is located in a compatibility zone (Zone E) for the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (ALUC). Within Compatibility Zone E, general plan amendments (as well as other discretionary actions, such as rezoning, subdivision approvals, use permits, and etc.) that would convert land to residential use or increase the density of residential uses should be subject to careful consideration of overflight impacts. Other considerations in Zone D include the height of proposed buildings, antennas, or other structures. Additionally, the Project site is not within the 65 dB CNEL contour map. The proposed height of the Project would not exceed the 100-foot maximum height allowed in the Economic Development Corridor - Northern Gateway (EDC-NG) zone. Thus, there would be no conflicts between Perris Valley Airport aircraft activities and the Project. Therefore, the Project would not result in a safety hazard for people residing or working in the Project areas, and no impacts would occur.

f) Impair implementation of an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact.

Construction

The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site and would not restrict access of emergency vehicles to the Project site or adjacent areas. During construction of the Project driveways, Ethanac Road and Barnett Road would remain open to ensure adequate emergency access to the Project area and vicinity. Impacts

related to interference with an adopted emergency response or evacuation plan during construction activities would be less than significant.

Operation
Operation of the proposed Project would not result in a physical interference with an emergency response evacuation. Direct access to the Project site would be provided via four driveways, three off Barnett Road and one off Ethanac Road, which are adjacent to the Project site. The Project is also required to design and construct internal access and provide fire suppression facilities (e.g., hydrants and sprinklers) in conformance with the City's Municipal Code and the Fire Department prior to approval to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9) and the Fire Code included per Chapter 8.20 of the Menifee Code of Ordinances. As a result, the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. According to the CALFIRE Fire Hazard Severity Zone map, the Project site is not within an area identified as a Very High Fire Hazard Severity Zone (VFHSZ) (CALFIRE 2022). Thus, the Project would not result in impacts related to the exposure of people or structures to loss, injury, or death involving wildland fires.

Existing Plans, Programs, or Policies

There are no impact reducing Plans, Programs, or Policies related to hazards and hazardous material that are applicable to the Project.

Mitigation Measures

No mitigation measures related to hazards and hazardous materials are required.

Sources

AEI Consultant. Phase 1 Environmental Site Assessment, June 2, 2021 (AEI 2021). (See Appendix I)

AEI Consultants. Limited Phase II Subsurface Investigation, July 6, 2022 (AEI 2022). (See Appendix J)

CalFire Office of the State Fire Marshal. Fire Hazard Severity Zones Map. Available at: https://osfm.fire.ca.gov/divisions/community-wildfire-preparedness-and-mitigation/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/

Riverside County Airport Land Use Commission. Perris Valley Airport Land Use Compatibility Plan. March 2011. Available at: https://www.rcaluc.org/Portals/13/19%20-%20Vol.%201%20Perris%20Valley%20(Final-Mar.2011).pdf?ver=2016-08-15-155627-183

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
10. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) 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;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact.

Construction
Construction of the Project would require grading and excavation of soils, which would loosen sediment, and then have the potential to mix with surface water runoff and degrade water quality. Additionally, construction would require the use of heavy equipment and construction-related chemicals, such as concrete, cement, asphalt, fuels, oils, antifreeze, transmission fluid, grease, solvents and paints. These potentially harmful materials could be accidentally spilled or improperly disposed of during construction and, if mixed with surface water runoff, could wash into and pollute waters.

These types of water quality impacts during construction of the Project would be prevented through implementation of a stormwater pollution prevention plan (SWPPP). Construction of the Project would disturb more than one acre of soil; therefore, the proposed Project would be required to obtain coverage under the NPDES General Permit for Discharges of Storm Water Associated with Construction Activity. Construction activity subject to this permit includes clearing, grading, and ground disturbances such as trenching, stockpiling, or excavation. The Construction General Permit requires implementation of a SWPPP that is required to identify all potential sources of pollution that are reasonably expected to affect the quality of storm water discharges from the construction site. The SWPPP would generally contain a site map showing the construction perimeter, proposed buildings, stormwater collection and discharge points, general pre- and post-construction topography, drainage patterns across the site, and adjacent roadways. The SWPPP would also include construction BMPs.

Adherence to the existing requirements and implementation of the appropriate BMPs as ensured through the City's plan check and permitting process are included as PPP WQ-1, which would ensure that the Project would not violate any water quality standards or waste discharge requirements, potential water quality degradation associated with construction activities would be minimized, and impacts would be less than significant.

Operation
The Project proposes operation of new industrial buildings, which would introduce the potential for pollutants such as, chemicals from household cleaners, nutrients from fertilizer, pesticides and sediments from landscaping, trash and debris, and oil and grease from vehicles. These pollutants could potentially discharge into surface waters and result in degradation of water quality. Thus, the Project would be required to comply with existing regulations that limit the potential for pollutants to discharge from the site.

Section 8.26.050 of the City's Municipal Code (and PPP WQ-2) requires a Water Quality Management Plan (WQMP) if grading is proposed as part of the Project. The BMPs in the WQMP would include pollutant source control features and pollutant treatment control features.

The Project would provide frontage street improvements along Barnett Road and Ethanac Road. Stormwater quality treatment control BMPs and storm drain facilities would be implemented as part of the frontage street improvements.

Runoff from the site generally sheet flows in a westerly direction towards an existing flood control master drainage plan (MDP) channel (a.k.a. Romoland Line A). The Project would implement three modular wetland systems (MWS) along the westerly edge of the Project site. The proposed system would be an "off-line system," meaning there would be a low-flow diversion pipe (from the mainline storm drain system) into the proposed MWS, while the excess flows (above the water quality low-

flows) would bypass the MWS and outlet to the MDP Romoland Line A channel. Additionally, landscaping would be provided throughout the Project site. Where applicable, runoff from paved area would be directed towards landscape area in an effort to promote incidental infiltration and preserve the infiltration capacity of the Project site.

Stormwater quality treatment control Best Management Practices (BMPs) and storm drain facilities would be implemented as part of the frontage street improvements along Ethanac Road and Barnett Road, and runoff would discharge into the existing MDP Romoland Line A channel. In order to convey the flows from portions of Barnett Road and offsite parcels east of Barnett Road, a connector storm drain pipe would be provided along Barnett Road. The downstream MDP Line A-13 was recently approved by Riverside Flood Control and Water Conservation District (RCFC & WCD) and is anticipated to be constructed by others in 2022. Run-on from parcels northeast and southeast of the Project site would be conveyed via "bypass" storm drain facilities (one near the northerly edge and the other one near the southeasterly edge) towards the existing MDP Romoland Line A Channel.

Regional Board Order No. R8-2010-0033 for the Santa Ana Region requires the Project to infiltrate, evapotranspire, or biotreat/biofilter the 85th percentile 24-hour storm event. However, if compliance is not feasible, a project must be designed to maximize retention and pollutant removal. Due to poor infiltration of the Project site, infiltration of the specified design storm would not be feasible. Therefore, where applicable, runoff from the proposed hardscape areas would be directed towards landscape area in an effort to maximize incidental infiltration and preserve the infiltration capacity. Proprietary Modular Wetland Systems (MWS) are proposed for the Project, which would treat the stormwater low-flows to maximize pollutant removal. Runoff from the site will ultimately drain to Canyon Lake and Lake Elsinore (where "highest and best use" are considered).

With implementation of the WQMP, pursuant to the City Municipal Code, (included as PPP WQ-2); which would be verified during the plan check and permitting process for the proposed Project, potential pollutants would be reduced to the maximum extent feasible, and development of the proposed Project would not violate any water quality standards or waste discharge requirements, and impacts would be less than significant.

b) 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 Impact. The City is served by the Eastern Municipal Water District (EMWD) for water and sewer. Groundwater is pumped from the Hemet/San Jacinto and West San Jacinto areas of the San Jacinto Groundwater Basin for EMWD supply. As discussed in Section 19, Utilities and Services, the Project would be consistent with planned future water demand for the EMWD as outlined in the 2020 Urban Water Management Plan (UWMP). The EMWD is anticipated to have sufficient water resources to meet customer demand into the future, as well as during multiple dry years. Thus, the proposed Project would not result in the lowering of the local groundwater table, and impacts would be less than significant.

As described above, existing soils of the Project site greatly limit groundwater infiltration due to their poor drainage properties. Development of the Project site would increase impervious surface area of the Project site. However, development of the Project site would have a negligible impact on groundwater infiltration rates. Therefore, the Project would result in a less than significant impact on groundwater recharge.

c) 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;

Less Than Significant Impact. The Project site is adjacent to an open drainage channel. The Project would require an encroachment permit to install storm drain outlets along the channel that connect to the Project site. However, as specified in the Project's Preliminary WQMP and Drainage Report (see Appendices J and K), proposed drainage improvements would maintain existing drainage patterns of the Project site. Thus, impacts related to alteration of the course of a stream or river would be less than significant.

Construction
Construction of the Project would require grading and excavation of soils, which would loosen sediment and could result in erosion or siltation. However, as described previously, construction of the proposed Project requires City approval of a SWPPP prepared by a Qualified SWPPP Developer, as included by PPP WQ-1. The SWPPP is required during the City's plan check and permitting process and would include construction BMPs to reduce erosion or siltation. Typical BMPs for erosion or siltation, include use of silt fencing, fiber rolls, gravel bags, stabilized construction driveway, and stockpile management (as described in the previous above). Adherence to the existing requirements and implementation of the required BMPs per the plan check and permitting process would ensure that erosion and siltation associated with construction activities would be minimized, and impacts would be less than significant.

Operation
The Project site proposes construction of two industrial buildings that would add a total of 251,133 SF of impervious surfaces. Pervious areas onsite would be landscaped and would not generate soils that could erode. The remaining area would be paved or developed and would not be susceptible to erosion. Also, as described previously, the City requires the Project to implement a WQMP (as included by PPP WQ-2) that would implement BMPs, which would capture loose sediments and prevent siltation. As a result, stormwater runoff and the potential for erosion and siltation would not increase with implementation of the proposed Project. Therefore, the proposed Project would not alter the existing drainage pattern in the Project area and would not result in substantial erosion or siltation on- or off-site. Impacts would be less than significant.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

Less Than Significant Impact. The proposed Project would be required to implement a SWPPP (included as PPP WQ-1) during construction that would implement BMPs, such as the use of silt fencing, fiber rolls, and gravel bags, that would ensure that runoff would not substantially increase during construction, and flooding on or off-site would not occur. As described in the previous response, the Project would discharge to the adjacent stormwater channel that flows to the west of the Project site. Additionally, the Project would include construction of a new 36-inch storm drain in Barnett Road to connect to new drains currently under construction to the south along the same alignment.

Stormwater infiltration would be maximized by diverting flows to landscaped areas wherever feasible. The Project site does not contain favorable conditions for stormwater infiltration due to poor drainage capabilities. Therefore, post-construction BMPs would not capture the design storm volumes specified by the Santa Ana Region stormwater permit. However, the existing storm channel and proposed storm drain would have sufficient capacity to accommodate the additional flows that would result from the Project. Additionally, the Project would implement sufficient storm drain inlets and connectors to prevent any impacts to ponding or inundation onsite, upstream, downstream, or on neighboring parcels, as exhibited through the Project Preliminary WQMP (see Appendix K). Project stormwater system design would be checked and approved by the City prior to approval of the Project. Thus, operation of the proposed Project would not substantially increase stormwater runoff, and impacts related to flooding on or off-site would be less than significant.

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

Less Than Significant Impact. As described in the previous responses, the proposed Project would be required to implement a SWPPP (included as PPP WQ-1) during construction that would implement BMPs, including dry wells which would be used to infiltrate runoff from the site back into the ground. Therefore, pollutants would not discharge from the Project site, which would reduce potential impacts to drainage systems and water quality to a less than significant level.

Also, the Project would implement an operational WQMP (included as PPP WQ-2) that would install MWS where runoff would be captured and piped to the adjacent flood control channel. Implementation of MWS would remove potential pollutant loads from the Project drainage area and maximize treatment of the captured stormwater runoff. As described above, existing and proposed stormwater infrastructure would have sufficient capacity to accommodate the proposed development. Impacts related to drainage systems and polluted runoff would be less than significant with implementation of the existing requirements, which would be verified during the plan check and permitting process.

iv. Impede or redirect flood flows?

Less Than Significant Impact. The Project site is shown on the FEMA Flood Insurance Rate Map (FIRM) number 06065C2055H, effective August 18, 2014. Based on the FIRM, the Project site, including the drainage channel around the Project site, has been identified as within flood zone "Zone A." However, based on Project coordination with the Riverside County Flood Control and Water Conservation District (RCFC & WCD), it is understood that the Project site has been removed from the Zone A floodplain designation due to dredging of the adjacent channel (Line A) to its ultimate depth, and is currently being reviewed by FEMA for approval. The Project site is anticipated to be outside of a 100-year flood zone. Thus, the proposed Project would not impede or redirect flood flows, and impacts would not occur.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. A seiche is a surface wave created when an inland body of water is shaken, usually by earthquake activity. The site also is not subject to flooding hazards associated with a seiche because there are no large body of surface water located near the Project site to result in effects related to a seiche, which could result in release in pollutants due to inundation of the site.

The Pacific Ocean is located over 30 miles southwest of the Project site; consequently, there is no potential for the Project site to be inundated by a tsunami that could release pollutants. In addition, the Project site is flat and not located near any steep hillsides; therefore, there is no potential for the site to be adversely affected by mudflow. Thus, implementation of the proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow that could release pollutants due to inundation of the Project site. No impact would occur.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. As described previously, the Project would be required to have an approved SWPPP, which would include construction BMPs to minimize the potential for construction related sources of pollution. For operations, the proposed Project would be required to implement source control BMPs to minimize the introduction of pollutants; and treatment control BMPs to treat runoff. With implementation of the operational source and treatment control BMPs that would be required by the City during the Project permitting and approval process (pursuant to PPP WQ-1 and PPP WQ-2), potential pollutants would be reduced to the maximum extent feasible, and implementation of the proposed Project would not obstruct implementation of a water quality control plan.

As described previously, water supplies are provided by the EMWD extract groundwater from the West San Jacinto Basin and the Hemet/San Jacinto Basin of the San Jacinto Groundwater Basin. EMWD is the acting Groundwater Sustainability Agency (GSA) for the non-adjudicated portions of the San Jacinto Groundwater Basin and have developed a Groundwater Sustainability Plan (GSP) in compliance with the 2014 Sustainable Groundwater Management Act (SGMA). The West San Jacinto Basin is now governed by the GSP. The Hemet/San Jacinto (HSJ) Management Plan is implemented by the Hemet-San Jacinto Watermaster (Watermaster). GSPs developed by respective agencies plan for the sustainable pumping and recharge of groundwater resources. EWMD has determined that it will have sufficient water supplies to accommodate future anticipated water demands, which includes the Project. Additionally, the GSPs include alternatives to assure reliability including an Integrated Recharge and Recovery Program (IRRP), filtration plants to treat and deliver imported water to areas dependent on groundwater, and recycled water use for irrigation of landscape and agriculture. EMWD has also initiated several other conservation programs to prevent overdraft of groundwater resources and depletion of basins. Thus, the proposed Project would not result in the lowering of the local groundwater table, and impacts would not occur.

Existing Plans, Programs, or Policies

PPP WQ-1: SWPPP. Prior to grading permit issuance, the Project developer shall have a Stormwater Pollution Prevention Plan (SWPPP) prepared by a QSD (Qualified SWPPP Developer) in accordance with the City's Municipal Code Chapter 15.01 Storm Water/Urban Runoff and the

Santa Ana RWQCB NPDES Storm Water Permit Regional Board Order No. R8-2010-0033. The SWPPP shall incorporate all necessary BMPs and other NPDES regulations to limit the potential of erosion and polluted runoff during construction activities. Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by Menifee staff or its designee to confirm compliance.

PPP WQ-2: Water Quality Management Plan. Prior to grading permit issuance, the Project applicant shall have a Water Quality Management Plan (WQMP) approved by the City for implementation. The Project shall comply with the City's Municipal Section 8.26.050 and the Municipal Separate Storm Sewer System (MS4) permit requirements in effect for the Regional Water Quality Control Board (RWQCB) at the time of grading permit to control discharges of sediments and other pollutants during operations of the Project.

Mitigation Measures

No mitigation measures related to hydrology and water quality are required.

Sources

Federal Emergency Management Agency (FEMA). August 8, 2014. National Flood Hazard Layer (NFHL) Map #06065C2055H. Available at: https://www.fema.gov/flood-maps

SDH & Associates, Inc. Preliminary Water Quality Management Plan for Phelan-Barnett (WQMP 2022). (See Appendix K)

SDH & Associates, Inc. Preliminary Drainage Study for Phelan-Barnett (Drainage Study 2022). (See Appendix L)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
11. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) 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?	☐	☐	☐	☒

a) Physically divide an established community?

No Impact. The physical division of an established community could occur if a major road were built through an established community or neighborhood, or if a major development was built which was inconsistent with the land uses in the community such that it divided the community. The environmental effects caused by such could include lack of a, or disruption of, access to services, schools, or shopping areas. It could also include the creation of blighted buildings or areas due to the division of the community.

The proposed Project would develop vacant and undeveloped site with two new industrial warehouse buildings in a developing area that is surrounded by vacant land, farmland, and commercial uses. The Project does not include the construction of a new road or the implementation of an inconsistent land use into the Project's vicinity. Therefore, no impact would occur.

b) 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?

No Impact. The Project site has a General Plan designation of Economic Development Corridor (EDC) and is zoned Economic Development Corridor – Northern Gateway (EDC-NG). The proposed Project would develop a vacant and undeveloped site with two new warehouse buildings whose tenants would need to be consistent with the EDC-NG zone land uses. Additionally, the City's plan check and permitting process would ensure that the Project complies with the applicable zoning and the City's Development Code requirements. Thus, impacts related to conflict with a policy adopted for the purpose of avoiding or mitigating an environmental effect would not occur.

Table LU- 1. Land Use Consistency

Land Use Goal or Policy	Project Consistency
Goal LU-1: Land Uses and building types that result in a community where residents at all stages of life, employers, workers, and visitors have a diversity of options of where they can live, work, shop and recreate within Menifee.	**Consistent.** The Project proposes to construct a warehouse facility that would provide an opportunity for new employment in Menifee.
Policy LU-1.5: Support development and land use patterns, where appropriate, that reduce reliance on the automobile and capitalize on multimodal transportation opportunities.	**Consistent.** The Project site is in an area designated for industrial land use per the City's General Plan and zoning map. The Project would include sidewalks and a

	bike lane along Barnett Road. Bicycle parking would also be provided on site, as well as vanpool parking.
Policy LU-1.8: Ensure new development is carefully designed to avoid or incorporate natural features, including washes, creeks, and hillsides.	**Consistent.** As discussed in Section 5.4, Biological Resources, no natural features, including washes, creeks, or hillsides exist on the Project site. Therefore, the Project would not impact natural features.
Policy LU-1.10: 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, and similar uses.	**Consistent.** As discussed in Section 3.0, Project Description, the Project site is surrounded by vacant land and commercial uses. The proposed warehouses would include a landscaped buffer along Barnett Road as well as including landscaping around the perimeter of the site so as to screen warehouse activities from adjacent uses.
Goal LU-3: A full range of public utilities and related services that provide for the immediate and long-term needs of the community.	**Consistent.** As described in Section 5.19, Utilities and Service Systems, the Project would be adequately served by existing utility infrastructure.
Policy LU-3.4: Require that approval of new development be contingent upon the project's ability to secure appropriate infrastructure services.	**Consistent.** As described in Section 5.19, Utilities and Service Systems, the Project would be adequately served by existing utility infrastructure.
Goal EJ-3: Encourage community health best practices, diversity in housing, and strong public engagement.	**Not Applicable.** The proposed Project would not interfere with the City's ability to encourage community health best practices, diversity in housing, and strong public engagement.
Policy EJ 3.4: Establish the community's trust by holding open meetings available to any community member to attend and participate. The City will proactively and meaningfully engage residents in planning decisions that impact their housing and neighborhoods through theses public meetings.	**Not Applicable.** The proposed Project would not interfere with the City's ability to conduct meaningful public engagement. As part of the Project approval process, public engagement will be conducted through the public review process for the CEQA document and at Project hearings conducted by the City.
Goal C-1: A roadway network that meets the circulation needs of all residents, employees, and visitors to the City of Menifee.	**Not Applicable.** The proposed Project would not interfere with the City's roadway network. The project would improve the roadway network by constructing the required frontage improvements along Barnett Road and Ethanac Road.
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.	**Consistent.** The Project's proposed internal drive aisles would be designed in accordance City specifications and would be reviewed by the City prior to Project approval. The project would improve the roadway network by constructing the required frontage improvements along Barnett Road and Ethanac Road.
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.	**Consistent**. As discussed in Section 5.17, Transportation, the Project would not result in impacts related to roadway capacity.
Policy C-1.5: Minimize idling times and vehicle miles traveled to conserve resources, protect air quality, and limit greenhouse gas emissions.	**Consistent.** As discussed in Section 5.6, Energy, the Project would adhere to City of Menifee Industrial Good Neighbor Policies, that limits idling times to no more than 3 minutes, which would preclude unnecessary and wasteful consumption of fuel due to unproductive idling of trucks.
Goal C-2: A bikeway and community pedestrian network that facilitates and encourages nonmotorized travel throughout the City of Menifee.	**Consistent.** The Project would install sidewalks along its Barnett Road frontage which will promote the use of nonmotorized travel throughout Menifee.
Policy C-2.3: Require walkways that promote safe and convenient travel between residential areas, businesses,	**Consistent.** The Project would install sidewalks along its Barnett Road frontage which will promote safe and convenient travel between adjacent uses.

schools, parks, recreation areas, transit facilities, and other key destination points.t	
Goal C-3: A public transit system that is a viable alternative to automobile travel and meets basic transportation needs of the transit dependent.	**Not Applicable.** The proposed Project would not interfere with the City's public transport system.
Goal C-5: An efficient flow of goods through the city that maximizes economic benefits and minimizes negative impacts.	**Consistent.** The Project would provide two warehouses to facilitate regional movement of goods.
Policy C-5.1: Designate and maintain a network of city truck routes that provides for the effective transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses.	**Consistent.** The Project would provide utilize the City's existing network of truck routes to facilitate regional movement of goods.
Goal OSC-5: Archaeological, historical, and cultural resources are protected and integrated into the city's built environment.	**Consistent.** A Phase I Cultural Resources Assessment was conducted for the proposed Project and determined the Project would not impact any archaeological and/or historic resources.
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.	**Consistent.** A Phase I Cultural Resources Assessment was conducted for the proposed Project and determined the Project would not impact any archaeological and/or historic resources.
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.	**Consistent.** As discussed in Section 5.18, Tribal Cultural Resources, the Project site does not contain known tribal cultural resources.
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.	**Consistent.** A Phase I Cultural Resources Assessment was conducted for the proposed Project and determined the Project would not impact any archaeological and/or historic resources.
Policy OCS-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	**Consistent.** As discussed in Section 5.18, Tribal Cultural Resources, the Project site does not contain known tribal cultural resources.
Goal OSC-7: A reliable and safe water supply that effectively meets current and future user demands.	**Consistent.** As discussed in Section 5.19, Utilities and Service Systems, the Project site would be adequately served by EMWD's existing water supply.
Policy OCS-7.2: Encourage water conservation as a means of preserving water resources.	**Consistent.** Landscaping would be comprised of drought-tolerant shrubs and ground cover and evergreen and deciduous trees. The landscape plan shall comply with city of Menifee, landscape water use efficiency requirements 15.04; landscaping standards; mmc 9.195; and state of California AB 1881, Water Conservation in Landscaping Act (2015).
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.	**Consistent.** As discussed in Section 5.10, Hydrology, the proposed Project would be required to implement a SWPPP (included as PPP WQ-1) during construction that would implement BMPs, such as the use of silt fencing, fiber rolls, and gravel bags, that would ensure that runoff would not substantially increase during construction, and flooding on or off-site would not occur.

Policy OCS-7.10: Preserve natural floodplains, including Salt Creek, Ethanac Wash, Paloma Wash, and Warm Springs Creek, to facilitate water percolation, replenishment of the natural aquifer, proper drainage, and prevention of flood damage.	**Consistent.** As discussed in Section 5.10, Hydrology, the proposed Project would be required to implement a SWPPP (included as PPP WQ-1) during construction that would implement BMPs, such as the use of silt fencing, fiber rolls, and gravel bags, that would ensure that runoff would not substantially increase during construction, and flooding on or off-site would not occur. Additionally, the project would implement a WQMP (included as PPP WQ-2). The BMPs in the WQMP would include pollutant source control features and pollutant treatment control features. Implementation of PPP WQ-1 and WQ-2 would help to preserve natural floodplains.
Goal OSC-8: Protected biological resources, especially sensitive and special status wildlife species and their natural habitats.	**Consistent.** As discussed in Section 5.4, Biological Resources, the field survey conducted as part of the General Biological Assessment did not identify suitable habitat onsite for any sensitive plant species and did not identify suitable habitat for any sensitive animal species, except the burrowing owl. As such, the Project would implement Mitigation Measure BIO-1 which requires burrowing owl preconstruction surveys to be conducted 30-days prior to construction activities. Additionally, the Project would implement Mitigation Measure BIO-2 which would ensure MBTA compliance and would require a nesting bird survey to be conducted prior to the commencement of construction during nesting season, which would reduce potential impacts related to nesting avian species and native wildlife nursery sites to a less than significant level.
Policy OCS-8.1: Work to implement the Western Riverside County Multiple Species Habitat Conservation Plan in coordination with the Regional Conservation Authority	**Consistent.** As discussed in Section 5.4, Biological Resources, implementation of the proposed Project would not conflict with the MSHCP
Policy OCS-8.2: Support local and regional efforts to evaluate, acquire, and protect natural habitats for sensitive, threatened, and endangered species occurring in and around the city.	**Consistent.** As discussed above, the Project would implement Mitigation Measures BIO-1 and BIO-2 to reduce impacts to burrowing owls and nesting birds to a less than significant level.
Policy OCS-8.5: Recognize the impacts new development will have on the city's natural resources and identify ways to reduce these impacts.	**Consistent.** As discussed above, the Project would implement Mitigation Measures BIO-1 and BIO-2 to reduce impacts to burrowing owls and nesting birds to a less than significant level.
Policy OCS-8.8: Implement and follow MSHCP goals and policies when making discretionary actions pursuant to Section 13 of the Implementing Agreement.	**Consistent.** As discussed in Section 5.4, Biological Resources, implementation of the proposed Project would not conflict with the MSHCP
Goal OSC-9: Reduced impacts to air quality at the local level by minimizing pollution and particulate matter	**Consistent.** As discussed in Section 5.3, Air Quality, the Project would not result in a significant impact related to air quality.
Policy OCS-9.1: Meet state and federal clean air standards by minimizing particulate matter emissions from construction activities.	**Consistent.** As discussed in Section 5.3, Air Quality, the Project would not result in a significant impact related to construction activity air quality emissions.
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.** As discussed in Section 3.0, Project Description, the Project site is surrounded by vacant land and commercial uses. The proposed warehouses would include a landscaped buffer along Barnett Road as well as including landscaping around the perimeter of the site so as to screen warehouse activities from adjacent 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.	**Consistent.** As discussed in Section 5.3, Air Quality, the Project would comply with regional, state, and federal air quality standards.

Policy OCS-9.5: Comply with the mandatory requirements of Title 24 Part 1one of the California Building Standards Code (CALGreen) and Title 24 Part 6 Building and Energy Efficiency Standards.	**Consistent.** Operation of the proposed buildings would comply with all the energy efficiency requirements under Title 24 (as provided in Chapter 150.0018.06 of the City's Municipal Code and included as PPP ENG-1) and all applicable City business and energy codes ordinances.
Goal OSC-10: An environmentally aware community that is responsive to changing climate conditions and actively seeks to reduce local greenhouse gas emissions	**Consistent.** As discussed in Section 5.8, Greenhouse Gas Emissions, the proposed Project would result in a less than significant impact related to GHGs.
Policy OCS-10.4: Consider impacts to climate change as a factor in evaluation of policies, strategies, and projects.	**Consistent.** As discussed in Section 5.8, Greenhouse Gas Emissions, the proposed Project would result in a less than significant impact related to GHGs, the increase of which is a primary driver of climate change.
Goal CD-5: Economic Development Corridors that are visually distinctive and vibrant and combine commercial, industrial, residential, civic, cultural, and recreational uses.	**Consistent.** The Project would comply with design guidelines under the Economic Development Corridor – Northern Gateway (EDC-NG) zoning designation (see Table AES-1). The Project site would be complimentary to the surrounding land uses and visually appealing, with buffered landscaping, articulated building design, and cohesive color palette.
Policy CD-5.2: Include open space and/or recreational amenities in EDC areas to provide visual relief from development, form linkages to adjacent uses and other portions of the economic development corridor, and serve as buffers between uses, where necessary.	**Consistent.** The Project would comply with design guidelines under the Economic Development Corridor – Northern Gateway (EDC-NG) zoning designation (see Table AES-1). The Project site would include frontage setbacks and a landscaped buffer around the site consistent with the City's requirements for development proposed within EDC-NG.
Policy CD-5.6: Orient building entrance toward the street and provide parking in the rear, when possible.	**Consistent.** As shown in Figure 3-1, Site Plan, the proposed buildings are oriented towards Barnett Road and include parking in the rear.
Policy CD-5.8: Encourage adjacent commercial and industrial buildings to share open, landscaped, and/or hardscaped areas for visual relief, access, and outdoor employee gathering places.	**Consistent.** The Project would comply with design guidelines under the Economic Development Corridor – Northern Gateway (EDC-NG) zoning designation (see Table AES-1). The Project site would include frontage setbacks and a landscaped buffer around the site consistent with the City's requirements for development proposed within EDC-NG.
Goal CD-6: Attractive landscaping, lighting, and signage that conveys a positive image of the community.	**Consistent.** As shown in Figure 3-3, Landscape Plan, the proposed Project includes landscaping around the perimeter of the site as well as throughout the parking areas and along the Projects Barnett Road frontage.
Policy CD-6.3: Require property owners to maintain the existing landscape on developed nonresidential sites and replace unhealthy or dead landscaping.	**Consistent.** The Project Applicant/Developer would be required to maintain landscaping on the Project site.
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.** The Project would include the provision of nighttime lighting for security purposes around the buildings and in the parking areas. As discussed in Section 5.1, Aesthetics, all outdoor lighting would be hooded or appropriately angled away from adjacent land uses and would comply with the City's Municipal Code Chapters 9.205 (Lighting Standards) and 6.01 (Dark Sky; Light Pollution) (included as PPP AES-1) which provides for directing lighting away from adjacent uses and intensity of security lighting.
Goal ED-1: A diverse and robust local economy capable of providing employment for all residents desiring to work in the city.	**Consistent.** The proposed Project includes construction and operation of two warehouse facilities which will increase employment opportunities within Menifee.

ED-1.2: Diversify the local economy and create a balance of employment opportunities across skill and education levels, wages and salaries, and industries and occupations.	**Consistent.** The proposed Project includes construction and operation of two warehouse facilities which will increase employment opportunities within Menifee.

Existing Plans, Programs, or Policies

There are no impact reducing Plans, Programs, or Policies related to land use and planning that are applicable to the Project.

Mitigation Measures

No mitigation measures related to land use and planning are required.

Sources

City of Menifee. Development Code Chapter 9.140, Economic Development Corridor Zones. Available at: https://online.encodeplus.com/regs/menifee-ca/ereader/index.html

City of Menifee. General Plan, Land Use Element. Available at: https://www.cityofmenifee.us/DocumentCenter/View/14701/FINAL_Land-Use-Element_11322

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

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. According to the Menifee General Plan Open Space and Conservation Element Exhibit OSC-3, Mineral Resource Zones, the Project site is identified as an Urban Area and is not identified as within a mineral resource zone. Therefore, development of the site would not 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. No impact would occur.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on the general plan, specific plan or other land use plan?

No Impact. As described above, the Project site is not located within a region of known mineral significance. The site has a General Plan designation of Economic Development Corridor (EDC) and is zoned Economic Development Corridor – Northern Gateway (EDC-NG). Therefore, implementation of the Project would not result in the loss of locally important mineral resources, and impacts would not occur.

Existing Plans, Programs, or Policies

There are no impact reducing Plans, Programs, or Policies related to mineral resources that are applicable to the Project.

Mitigation Measures

No mitigation measures related to mineral resources are required.

Sources

City of Menifee. General Plan 2030. Available at: https://www.cityofmenifee.us/221/General-Plan

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
13. NOISE. Would the project result in:				
a) 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?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) 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?	☐	☐	☒	☐

a) 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?

Less Than Significant Impact.

City of Menifee Noise Thresholds

City of Menifee General Plan

The has adopted a Noise Element of the General Plan to control and abate environmental noise, and to protect the citizens of City of Menifee from excessive exposure to noise. The Noise Element specifies the maximum allowable unmitigated exterior noise levels for new developments impacted by transportation noise sources such as arterial roads, freeways, airports and railroads. In addition, the Noise Element identifies several polices to minimize the impacts of excessive noise levels throughout the community and establishes noise level requirements for all land uses. To protect residents from excessive noise, the Noise Element contains the following goal related to the Project:

N-1 Noise-sensitive land uses are protected from excessive noise and vibration exposure.

The noise policies specified in the Noise Element provide the guidelines necessary to satisfy this goal. Policy N-1.2 states that new developments are required 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. In addition, the Noise Element provides Policy N-1.11 to discourage the siting of noise-sensitive uses in areas in excess of 65 dBA CNEL without appropriate mitigation.

City of Menifee Development Code
The municipal code includes the following regulations related to noise.

Construction

Section 9.215.060(C) of the City's Development Code indicates that private construction projects, located within one-quarter of a mile from an occupied residence, are considered exempt from the Development Code noise standards if they occur within the permitted hours of 6:30 a.m. and 7:00 p.m., with no activity allowed on Sundays and nationally recognized holidays.

However, neither the General Plan Noise Element or Development Code establish numeric maximum acceptable construction source noise levels at potentially affected receivers, which would allow for a quantified determination of what CEQA constitutes a *substantial temporary or permanent increase in ambient noise levels*. Therefore, a numerical construction threshold based on Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* is used for analysis of daytime construction impacts. Due to the lack of standardized construction noise thresholds, the FTA provides guidelines that can be considered reasonable criteria for construction noise assessment. The FTA considers a daytime exterior construction noise level of 80 dBA L_{eq} as a reasonable threshold for noise sensitive residential land use.

Operation

To analyze noise impacts originating from a designated fixed location or private property such as the proposed Project, stationary-source (operational) noise such as the expected are typically evaluated against standards established under a jurisdiction's Development Code or General Plan. The City of Menifee Development Code, Chapter 9.215 Noise Control Regulations, Section 9.215.060 Table 9.215.060-1 establishes the permissible noise level that may intrude into a neighbor's property. The Development Code establishes the exterior noise level criteria for noise-sensitive residential properties affected by stationary noise sources. For residential properties, the exterior noise level shall not exceed 65 dBA Leq during daytime hours (7:00 a.m. to 10:00 p.m.) and shall not exceed 45 dBA Leq during the nighttime hours (10:00 p.m. to 7:00 a.m.). Since existing uses in the Project study area include non-residential, medical/hospital, and school uses, and the City of Menifee does not identify exterior noise level standards specific to these uses, the residential exterior noise level limits are applied to all noise-sensitive receiver locations in the Project study area.

Table N-1: Operational Noise Standards

City	Land Use	Exterior Noise Level Standards (dBA L_{eq})[2]	
		Daytime	Nighttime
Menifee[1]	Residential	65	45

[1] City of Menifee Development Code, Section 9.215.060.
[2] L_{eq} represents a steady state sound level containing the same total energy as a time varying signal over a given period. "Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

Existing Noise Levels
To identify the existing ambient noise level environment, long term (24 hours) noise level measurements were taken at five locations in the Project area. The Project site is surrounded by mostly undeveloped land, with several rural residences further away from the site. The background ambient noise levels in the Project area are dominated by transportation related noise. Nearest

sensitive receptors to the Project site are identified as noise measurement locations in Figure 5-1 and include the following:

- R1: Location R1 represents the existing noise sensitive residence at 26038 Hull Street, approximately 1,816 feet west of the Project site. Receiver R1 is placed in the private outdoor living areas (backyards) facing the Project site.
- R2: Location R2 represents the existing noise sensitive residence at 26515 Alta Avenue, approximately 2,435 feet southeast of the Project site. Receiver R2 is placed in the private outdoor living areas (backyards) facing the Project site.
- R3: Location R3 represents the existing noise sensitive residence at 26635 Summer Sunshine Drive, approximately 1,710 feet southeast of the Project site. Receiver R3 is placed in the private outdoor living areas (backyards) facing the Project site.
- R4: Location R4 represents the nearest noise sensitive receiver location within the planned DR Horton residential project located approximately 1,092 feet south of the Project site. Receiver R4 is placed in the private outdoor living areas (backyards) facing the Project site. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.
- R5: Location R5 represents the existing noise sensitive residence at 26458 Starr Drive, approximately 1,535 feet southwest of the Project site. Receiver R5 is placed in the private outdoor living areas (backyards) facing the Project site.
- R6: Location R6 represents the existing noise sensitive residence at 26340 Corsica Lane, approximately 1,445 feet west of the Project site. Receiver R6 is placed in the private outdoor living areas (backyards) facing the Project site.

The existing noise levels are provided in Table N-2.

Table N-2: Long Term Noise Measurement Summary

Location[1]	Description	Energy Average Noise Level (dBA L_{eq})[2]	
		Daytime	Nighttime
L1	Located west of the Project site near single-family residence at 26038 Hull Street.	48.1	49.8
L2	Located southeast of the Project site near single-family residence at 26515 Alta Avenue.	61.7	59.9
L3	Located southeast of the Project site near single-family residence at 26635 Summer Sunshine Drive.	47.8	47.2
L4	Located southwest of the Project site near single-family residence at 26350 Starr Drive.	53.6	54.2
L5	Located west of the Project site near single-family residence at 26340 Corsica Lane.	51.6	53.8

[1] See Exhibit 5-1 for the noise level measurement locations.
[2] Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix 5.2. "Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.
Source: Appendix M

Figure 5-1: Noise Measurement Locations

Construction

As described above, Municipal Code Section 8.54.070 exempts construction noise from the Development Code noise standards if it occurs within the permitted hours of 6:30 a.m. and 7:00 p.m., with no activity allowed on Sundays and nationally recognized holidays. The Project would comply with the City's construction hours regulations. Short term noise impacts could occur during construction of the Project in two forms: noise from construction crew commutes and noise generated during construction activities. Construction is expected to occur in the following stages: excavation and grading, building construction, architectural coating, and paving.

Table N-3 below lists typical construction equipment noise levels based on a distance of 50 feet between with equipment and a noise receptor. Noise levels were combined to provide a composite score in the case all phase equipment was operating concurrently. As shown, noise levels generated by heavy construction equipment can range from approximately 77 dBA to 83 dBA when measured at 50 feet.

Table N-3: Typical Construction Equipment Noise Levels

Construction Stage	Reference Construction Activity	Reference Noise Level @ 50 Feet (dBA L_{eq})[1]	Combined Noise Level (dBA L_{eq})[2]	Combined Sound Power Level (PWL)[3]
Site Preparation	Crawler Tractors	78	80	112
	Hauling Trucks	72		
	Rubber Tired Dozers	75		
Grading	Graders	81	83	115
	Excavators	77		
	Compactors	76		
Building Construction	Cranes	73	81	113
	Tractors	80		
	Welders	70		
Paving	Pavers	74	83	115
	Paving Equipment	82		
	Rollers	73		
Architectural Coating	Cranes	73	77	109
	Air Compressors	74		
	Generator Sets	70		

[1] FHWA Roadway Construction Noise Model (RCNM).
[2] Represents the combined noise level for all equipment assuming they operate at the same time consistent with FTA Transit Noise and Vibration Impact Assessment guidance.
[3] Sound power level represents the total amount of acoustical energy (noise level) produced by a sound source independent of distance or surroundings. Sound power levels calibrated using the CadnaA noise model at the reference distance to the noise source.
Source: Appendix M

To evaluate whether the Project will generate potentially significant short-term noise levels at nearest receiver locations, a construction-related daytime noise level threshold of 80 dBA Leq (as recommended by FTA) is used as a reasonable threshold to assess the daytime construction noise level impacts. Table N-4 shows that the nearest receiver locations will satisfy the reasonable daytime 80 dBA Leq significance threshold during Project construction activities Therefore, the Project would result in less than significant noise impacts during Project construction.

Table N-4: Potential Construction Noise Impacts at Nearest Receptor

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})		
	Highest Construction Noise Levels	Threshold	Threshold Exceeded?
R1	51.1	80	No
R2	48.0	80	No
R3	50.0	80	No
R4	52.9	80	No
R5	51.2	80	No
R6	52.7	80	No

[1] Noise receiver locations are shown on Figure 5-1.
Source: Appendix M

As shown in Table N-4, it is expected that composite noise levels during construction would reach 52.7 dBA L_{eq} at the nearest sensitive residential receptor to the southwest of the site. The construction noise levels predicted in Table N-4 would only occur when all construction equipment is operating simultaneously, which is a conservative assumption, and unlikely to occur. Additionally, noise generated from construction activities is temporary in nature and would cease upon completion of construction. Furthermore, construction-related noise impacts would remain below the 80 dBA L_{eq} construction noise level criteria for daytime construction noise level criteria as established by the FTA for residential and industrial land uses, respectively, and therefore Project construction noise would be less than significant.

Operation

Onsite Operational Noise. The City of Menifee Development Code establishes that for residential properties, the exterior noise level shall not exceed 65 dBA L_{eq} during daytime hours (7:00 a.m. to 10:00 p.m.) and shall not exceed 45 dBA L_{eq} during the nighttime hours (10:00 p.m. to 7:00 a.m.). Long term off-site stationary noise impacts from the Project could include loading dock activity, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, and truck movements.

Tables N-5 and N-6 show that the combined hourly noise levels generated by HVAC equipment, trash enclosure activities, and truck delivery activities at the closest off-site land uses would range from 38.4 dBA Leq to 44.7 dBA Leq at the sensitive receptors. These levels are well below the City of Menifee's exterior noise standard of 65 dBA Leq. Nighttime hourly noise levels at the off-site receiver locations are expected to range from 38.3 to 44.7 dBA L_{eq}. Because Project noise levels would not exceed the City's thresholds, Project operation would result in a less than significant noise impact.

Table N-5: Daytime Exterior Noise Level Impacts

Noise Source[1]	Operational Noise Levels by Receiver Location (dBA Leq)					
	R1	R2	R3	R4	R5	R6
Loading Dock Activity	37.9	38.1	39.3	42.3	40.6	44.3
Roof-Top Air Conditioning Units	23.2	21.8	23.3	25.6	24.5	25.2
Trash Enclosure Activity	19.6	0.3	14.6	21.9	20.6	23.9
Parking Lot Vehicle Movements	29.7	23.2	27.0	31.3	30.1	31.4

Truck Movements	25.8	18.3	20.2	24.6	24.0	26.6
Total (All Noise Sources)	**38.9**	**38.4**	**39.7**	**42.8**	**41.2**	**44.7**

Source: Appendix M

Table N-6: Nighttime Exterior Noise Level Impacts

Noise Source	Operational Noise Levels by Receiver Location (dBA Leq)					
	R1	R2	R3	R4	R5	R6
Loading Dock Activity	37.9	38.1	39.3	42.3	40.6	44.3
Roof-Top Air Conditioning Units	20.8	19.4	20.9	23.2	22.1	22.8
Trash Enclosure Activity	19.6	0.3	14.6	21.9	20.6	23.9
Parking Lot Vehicle Movements	29.7	23.2	27.0	31.3	30.1	31.4
Truck Movements	25.8	18.3	20.2	24.6	24.0	26.6
Total (All Noise Sources)	**38.9**	**38.3**	**39.7**	**42.8**	**41.2**	**44.7**

Source: Appendix M

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact.

Construction

Construction activity can cause varying degrees of ground vibration, depending on the equipment and methods used, the distance to receptors, and soil type. Construction vibrations are intermittent, localized intrusions. The use of heavy construction equipment, particularly large bulldozers, and large loaded trucks hauling materials to or from the site generate construction-period vibration impacts.

The Noise Study uses vibration standards in the FTA Manual to analyze ground-borne vibration impacts on human annoyance. The Noise Study discusses the level of human annoyance using vibration levels in VdB and assesses the potential for building damages using vibration levels in PPV (in/sec). Vibration levels calculated in VdB are best for characterizing human response to building vibration, while vibration level in PPV is best for characterizing potential for damage. The threshold at which vibration levels would result in annoyance is 78 VdB for daytime residential uses. The FTA guidelines indicated that for a non-engineered timber and masonry building, the construction vibration damage criterion is 0.2 in/sec in PPV. Table N-7 below shows the PPV and VdB values at 25 feet from the construction vibration sources.

Table N-7: Construction Equipment Vibration Levels

Equipment	PPV (in/sec) at 25 feet
Small bulldozer	0.003
Jackhammer	0.035
Loaded Trucks	0.076
Large bulldozer	0.089
Vibratory Roller	0.210

Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual

The nearest noise sensitive buildings adjacent to the Project site can best be described as "older residential structures" with a maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec). As shown in Table N-7, at approximately 25 feet, a large bulldozer would create a vibration level of 0.089 inch per second peak particle velocity (PPV). Table N-8 presents the expected Project related vibration levels at the nearby receiver locations. At distances ranging from 1,092 to 2,435 feet from Project construction activities, construction vibration velocity levels are estimated at 0.000 to 0.001 PPV in/sec. Based on maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec), the typical Project construction vibration levels will fall below the building damage thresholds at all the noise sensitive receiver locations. As such, construction vibration impacts would be less than significant.

Table N-8: Potential Construction Vibration Annoyance Impacts to Nearest Receptors

Location	Distance to Const. Activity (Feet)	Typical Construction Vibration Levels PPV (in/sec)						Thresholds PPV (in/sec)	Thresholds Exceeded?
		Small bulldozer	Jack-hammer	Loaded Trucks	Large bulldozer	Vibratory Roller	Highest Vibration Level		
R1	1,816'	0.000	0.000	0.000	0.000	0.000	0.000	0.3	No
R2	2,435'	0.000	0.000	0.000	0.000	0.000	0.000	0.3	No
R3	1,710'	0.000	0.000	0.000	0.000	0.000	0.000	0.3	No
R4	1,092'	0.000	0.000	0.000	0.000	0.001	0.001	0.3	No
R5	1,535'	0.000	0.000	0.000	0.000	0.000	0.000	0.3	No
R6	1,445'	0.000	0.000	0.000	0.000	0.000	0.000	0.3	No

"PPV" = Peak Particle Velocity
Source: Appendix M

Operation

Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. According to the FTA Transit Noise Impact and Vibration Assessment, trucks rarely create vibration that exceeds 70 VdB or 0.003 in/sec RMS (unless there are frequent potholes in the road). Trucks transiting to the site and onsite would be travelling at very low speeds so it is expected that truck vibration impacts at nearby sensitive uses would not exceed the FTA guidelines detailed previously. Therefore, operational vibration impacts would be less than significant.

c) 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?

Less Than Significant Impact. The Perris Valley Airport is located approximately 1.6 miles northeast of the Project Site. The Project site is just outside the Perris Valley Airport Influence Area and is not subject to the Riverside County Airport Land Use Compatibility Plan Policy Document (RC ALUCP). The Project site is located outside of the 55 dBA CNEL noise level contour of Perris Valley Airport and is considered an acceptable use. Therefore, the proposed Project would not expose people working in the Project area to excessive noise levels from airports. Impacts would be less than significant.

Plans, Programs, or Policies (PPPs)

None.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
14. POPULATION AND HOUSING. Would the project:				
a) 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)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a) Induce substantial unplanned population growth in an area, either directly or indirectly?

No Impact. The proposed Project would redevelop the 13.89-acre Project site with 251,133 SF of warehouse and manufacturing uses. According to SCAG, the generation rate for employees required for operation of an industrial project is 1 employee for every 1,195 SF of industrial space. Based on the SCAG employment generation rates, the Project is estimated to generate the need for approximately 210 employees. The employees that would fill these roles are anticipated to come from the region, as the unemployment rate of the City of Menifee in July 2022 was 3.9 percent, the City of Perris was 4.8 percent, and the City of Murrieta was at 2.8 percent (State Employment Development Department 2022). Due to these levels of unemployment, it is anticipated that new employees at the Project site would already reside within commuting distance and would not generate needs for any housing.

In addition, should the Project require employees to relocate to the area for work, there is sufficient vacant housing available within the region. The City of Menifee has a vacancy rate of 6.3 percent. The City of Menifee has a total of 38,734 housing units; 36,308 of which are occupied (State Department of Finance 2022). Therefore, impacts related to unplanned population growth from the Project would be less than significant.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The Project site is currently vacant and undeveloped and does not contain any housing. The Project would develop the site to construct two new industrial warehouses. No housing would be displaced by implementation of the proposed Project, and no impact would occur.

Existing Plans, Programs, or Policies

There are no impact reducing Plans, Programs, or Policies related to population and housing are applicable to the Project.

Mitigation Measures

No mitigation measures related to population and housing are required.

Sources

None.

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

a) Result in substantial adverse physical impacts associated with the provision of 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:

Fire protection?
Police protection?
Schools?
Parks?
Other public facilities?

***Fire Protection* – Less than Significant Impact.** The City of Menifee contracts with Cal Fire and Riverside County Fire for fire services. The Fire Department responds to fire prevention and suppression, rescues, traffic accidents, medical emergencies, and requests for general public assistance. The closest fire station to the Project is Riverside County City of Menifee Fire Station 7, located at 28349 Bradley Road, which is located 2.10 miles southeast of the Project site. Redevelopment of the Project site would likely result in an increased number of employees onsite as the site would go from undeveloped to containing two new warehousing totaling 251,133 square feet. However, the Project would include new fire prevention infrastructure pursuant to current code requirements. The City has adopted the California Fire Code (Title 24, Part 9 of the California Code of Regulations) in Chapter 8.20 of the City's Municipal Code, which regulates new structures related to safety provisions, emergency planning, fire-resistant construction, fire protection system, and appropriate emergency access throughout the site.

Since the site is already served by the existing fire station, and the Project would be constructed pursuant to existing California Fire Code regulations, the Project would not result in the need for new or physically altered fire department facilities that could cause significant environmental impacts. Additionally, the Project would pay any required development impact fees and have plans approved by the Fire Department. Therefore, the Project would result in less than significant impacts related to fire protection services.

***Police Protection* - Less than Significant Impact.** The Menifee Police Department provides policing services for the City. The Menifee Police Department is located at 29714 Haun Road, approximately 3.5 miles southeast of the Project site. As described in the previous response, the Project would result in an increased number of employees onsite. Crime and safety issues during Project construction may include: theft of building materials and construction equipment, malicious mischief, graffiti, and vandalism.

During operation, the Project is anticipated to generate a typical range of police service calls, such as vehicle break-ins, residential thefts and disturbances, and vandalism. Security concerns would be addressed by providing low-intensity security lighting. Because the Project would generate an increase in employees on the Project site, it may result in an incremental increase in demands on law enforcement services. However, because the Project site is within an area that is already served, the increase would not be significant when compared to the current demand levels. In addition, the response to calls for law enforcement services from the Project site would not require construction or expansion of the Police Department headquarters facilities. Therefore, the Project would not result in the need for new or physically altered police protection facilities, and impacts related to police protection services would be less than significant.

***Schools* – Less than Significant Impact.** The Proposed Project is located within the Romoland School District and Perris Union High School District. The nature of the Proposed Project would not generate additional demand on school facilities. The Project is an industrial use that would not directly generate students. As described previously, the proposed Project is not anticipated to generate a new population as employees are expected to live within the region. During construction of the Project, workers are anticipated to come from the local region and travel from job site to job site. Construction of the Project is anticipated to occur over 11 months. Thus, construction workers and their student aged children are not anticipated to move to the Project area in response to the Project. Therefore, the number of students from construction of the Project is not anticipated to increase. Thus, substantial in-migration of employees that could generate new students is not anticipated to occur. As required by all Projects within the City, the proposed Project is required to pay School Mitigation Impact fees, as included by PPP PS-1. Overall, impacts related to schools would be less than significant.

***Parks* – Less than Significant Impact.** The proposed Project would develop a new industrial warehouse and does not include development of park facilities. In addition, as described previously, the proposed Project is not anticipated to result in an influx of new residents, as the employees needed to operate the proposed buildings are primarily anticipated to come from the unemployed labor force in the region. Thus, the proposed Project would not generate a substantial population that would require construction or expansion of park facilities, and impacts would be less than significant.

***Other Public Facilities* – Less than Significant Impact.** Refer to the previous responses. The proposed Project would not result in an increased resident population or a significant increase in the local

workforce. Based on these factors, the proposed Project would not result in any long-term impacts to other public facilities.

Existing Plans, Programs, or Policies

PPP PS-1: School Fees: Prior to the issuance ofa building permit, the applicant shall provide payment of the appropriate fees set forth by the applicable school districts related to the funding of school facilities pursuant to Government Code Section 65995 et seq.

Mitigation Measures

No mitigation measures related to public services are required.

Sources

City of Menifee. Fire Department. Accessed: https://www.cityofmenifee.us/103/Fire-Department

Menifee Police Department. Accessed: https://menifeepolice.org/

City of Menifee Municipal Code. Accessed at: https://codelibrary.amlegal.com/codes/menifee/latest/overview

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

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would be accelerated?

Less than Significant Impact. As described previously, the proposed Project would develop the site with two new warehouse buildings, which would not result in an influx of new residents, as the employees needed to operate the Project are primarily anticipated to come from the unemployed labor force in the region. Thus, the proposed Project would not generate a substantial population that would generate significant use of existing neighborhood or regional parks and recreation facilities, such that substantial physical deterioration would occur or be accelerated, and impacts would be less than significant.

b) Include or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less than Significant Impact. As discussed above, the proposed Project would not result in an influx of new residents. Thus, the proposed Project would not generate a substantial population that would generate significant use of existing recreational facilities, and construction of new or expansion of existing recreational facilities is not anticipated to be required. Thus, impacts related to recreation would be less than significant.

Existing Plans, Programs, or Policies

There are no impact reducing Plans, Programs, or Policies related to recreation are applicable to the Project.

Mitigation Measures

No mitigation measures related to recreation are required.

Sources

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
17. TRANSPORTATION. Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☐	☒

The discussion below is based on the Trip Generation and VMT Screening Analysis and Traffic Impact Analysis, prepared by EPD Solutions, Inc. (EPD 2022) (Appendices M and N).

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less than Significant Impact.

Construction
Construction activities associated with the Project would generate vehicular trips from construction workers traveling to and from the Project site, delivery of construction supplies and import materials to, and export of debris from, the Project site. However, these activities would only occur for an estimated time period of 11 months. The increase of trips during construction activities would be limited and are not anticipated to exceed the number of operational trips described below. The short-term vehicle trips from construction of the Project would generate less than significant traffic related impacts.

Operation
As detailed in the Project description, the Project site would include development of the undeveloped project site with two industrial buildings, totaling approximately 251,133 SF, associated parking, landscaping, and utility improvements to serve the site. The Project would introduce new vehicular and truck traffic from workers and proposed industrial operations.

Table T-1 shows that during operation the proposed Project would generate a total of 506 daily trips, 56 AM peak hour trips and 59 PM peak hour trips. The trip generation analysis for the Project was prepared using trip rates from the Institute of Transportation Engineers (ITE) Trip Generation, 11th Edition (2021) based on the "Warehouse" and "Manufacturing" land uses.

Table T- 1: Project Trip Generation

				AM Peak Hour			PM Peak Hour		
Land Use		**Units**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Trip Rates									
Manufacturing[1]		TSF	4.75	0.52	0.16	0.68	0.23	0.51	0.74
Warehouse[2]		TSF	1.71	0.13	0.04	0.17	0.05	0.13	0.18
Total Vehicle Trip Generation									
Proposed Manufacturing	25.113	TSF	119	13	4	17	6	13	19
Proposed Warehouse	226.020	TSF	386	30	9	38	11	29	41
Total Trip Generation			506	43	13	56	17	42	59
Vehicle Mix[3]		***Percent***							
Passenger Vehicles		72.50%	367	31	9	40	12	31	43
2-Axle Trucks		4.60%	23	2	1	3	1	2	3
3-Axle Trucks		5.70%	29	2	1	3	1	2	3
4+-Axle Trucks		17.20%	87	7	2	10	3	7	10
		100%	506	43	13	56	17	42	59

TSF = Thousand Square Feet

PCE = Passenger Car Equivalent

[1] Trip rates from the Institute of Transportation Engineers, *Trip Generation,11th Edition, 2021*. Land Use Code 140 - Manufacturing.

[2] Trip rates from the Institute of Transportation Engineers, *Trip Generation,11th Edition, 2021*. Land Use Code 150 - Warehousing.

[3] Vehicle Mix from the SCAQMD Warehouse Truck Trip Study Data Results and Usage, July 2014. Classification: Without Cold Storage

[4] Passenger Car Equivalent (PCE) factors from San Bernardino County CMP, Appendix B - Guidelines for CMP Traffic Impact Analysis Reports in San Bernardino County, 2016

As described under Table LU-1, Land Use Consistency, the Project would be consistent with applicable goals and policies from the City's General Plan Circulation Element. Additionally, a Traffic Impact Analysis (TIA) was conducted for the Project to determine the Project's influence on level of service (LOS) in relation to the City of Menifee LOS Traffic Study Guidelines. Opening Year for the Project is 2024. Table T-2 includes the anticipated LOS for intersections that would be potentially affected by the Project. Several intersections are under the jurisdiction of a combination of the City of Menifee, the City of Perris, and Caltrans.

Table T- 2: Opening Year Plus Project AM and PM Peak Hour Level of Service

	Intersection	Jurisdiction	Traffic Control	Opening Year				Opening Year Plus Project				Difference		Threshold of Significance	Significant?
				AM Peak		PM Peak		AM Peak		PM Peak		AM Peak	PM Peak		
				Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]				
1.	Murrieta Rd/Ethanac Rd	City of Menifee/Perris	Signal	101.2	F	112.5	F	102.1	F	113.4	F	0.9	0.9	D	Yes
2.	Ethanac Rd/Project Dwy 1	City of Menifee/Perris	TWSC	-	-	-	-	18.9	C	17.5	C	-	-	D	No
3.	Barnett Rd-Case Rd/Ethanac Rd	City of Menifee/Perris	Signal	82.3	F	60.4	E	97.9	F	70.1	E	15.6	9.7	D	Yes
4.	Barnett Rd/Project Dwy 2	City of Menifee/Perris	TWSC	-	-	-	-	0.0	A	0.0	A	-	-	D	No
5.	Barnett Rd/Project Dwy 3	City of Menifee/Perris	TWSC	-	-	-	-	10.9	B	10.2	B	-	-	D	No
6.	Barnett Rd/Project Dwy 4	City of Menifee/Perris	TWSC	-	-	-	-	10.7	B	10.0	B	-	-	D	No
7.	I-215 SB Ramps/Ethanac Rd	Caltrans/City of Perris	Signal	339.4	F	390.4	F	341.8	F	405.4	F	2.4	15.0	E	Yes
8.	I-215 NB Ramps/Ethanac Rd	Caltrans/City of Perris	Signal	282.7	F	422.9	F	288.0	F	429.8	F	5.3	6.9	E	Yes

=Unsatisfactory Level of Service

TWSC = Two-Way Stop Control

[1]Delay in Seconds

[2]Level of Service

As stated in the City of Menefee LOS TS Guidelines, a project that adds 50 trips to an intersection that operates at an LOS F in the base line scenario would result in a cumulative deficiency. As shown in Table T-2, the following intersections would operate at an unsatisfactory LOS:

1. Murrieta Road/Ethanac Road (LOS F at AM/PM peak hour)
3. Barnett Road-Case Road/Ethanac Road (LOS F at AM peak hour and LOS E at PM peak hour)
7. I-215 SB Ramps/Ethanac Road (LOS F at AM/PM peak hour)
8. I-215 NB Ramps/Ethanac Road (LOS F at AM/PM peak hour)

For Intersection 1: Murrieta Road/Ethanac Road, the project adds 10 AM and 10 PM peak hour trips to the intersection; therefore, the Project would not result in a significant deficiency. Intersection 3: Barnett Road-Case Road/Ethanac Road would operate at LOS F during AM peak hour and LOS E during PM peak hour and would result in an increase of delay more than 2 seconds after the proposed project is constructed. Therefore, the Project would have a significant deficiency at Intersection 3: Barnett Road-Case Road/Ethanac Road. Intersections 7 and 8: I-215 SB Ramps/NB Ramps and Ethanac Road would operate at LOS F during AM and PM peak hour and would result in an increase of delay more than 2 seconds after the proposed Project is constructed. Therefore, the Project would have a significant deficiency at Intersections 7 and 8: I-215 SB Ramps/NB Ramps and Ethanac Road.

The following improvements would be implemented to improve the LOS to satisfactory or better:

3. Barnett Road-Case Road/Ethanac Road (AM and PM peak hours): Widen and restripe the northbound shared left-thru-right lane to provide an exclusive right-turn lane and a shared thru-left turn lane. To increase intersection safety, it is recommended that cat tracks pavement markers be installed for all the edges of the dual southbound lane instead of the single cat track currently installed in the middle of the southbound lane turns. It is also recommended that a "Keep Clear" pavement marking be installed approximately 85 feet beyond the stop line of the 50 feet left turn pocket at Barnett Road/Ethanac Road. This will ensure that the westbound lane traffic does not block traffic waiting to make a SBL given the staggered nature of this intersection.
7. I-215 SB Ramps/Ethanac Road (AM and PM peak hours): Widen and restripe the southbound shared thru-left turn lane to provide an exclusive left-turn lane and a shared thru-right turn lane. Widen and restripe the eastbound approach to add two thru-lanes. Widen and restripe the westbound approach to add a second left-turn lane. In addition, add overlap right-turn phasing during the southbound phase.
8. 215 NB Ramps/Ethanac Road (AM and PM peak hours): Widen and restripe the northbound shared thru-left turn lane to provide an exclusive left-turn lane and a shared thru-left turn lane. Widen and restripe the eastbound approach to add an exclusive left-turn lane and a thru-lane. Widen and restripe the westbound approach to add three thru-lanes and an exclusive right-turn lane. In addition, add overlap right-turn phasing during the northbound phase.

As seen in Table T-3, all intersections anticipated to experience unsatisfactory LOS would improve to a satisfactory LOS with implementation of the proposed improvements. It should be noted that the ultimate planned configuration of Ethanac Road is that of a six-lane roadway. The roadway expansion would help reduce the delay experienced at the intersections of I-215 SB Ramps/NB Ramps and Ethanact Road.

Table T- 3: Opening Year Plus Project Improvement AM and PM Peak Hour Level of Service

	Intersection	Opening Year				Opening Year Plus Project				Recommended Improvements	Opening Year Plus Project IMP				Threshold of Significance	Significant?
		AM Peak		PM Peak		AM Peak		PM Peak			AM Peak		PM Peak			
		Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]		Delay[1]	LOS[2]	Delay[1]	LOS[2]		
3.	Barnett Rd-Case Rd/Ethanac Rd Jurisdiction: City of Menifee/City of Perris Traffic Control: Signal	82.3	F	60.4	E	97.9	F	70.1	E	Widen and restripe the NB shared left-thru-right lane to provide an exclusive right-turn lane and a shared thru-left turn lane. To increase intersection safety, it is recommended that cat tracks pavement markers be installed for all the edges of the dual SBL instead of the single cat track currently installed in the middle of the SBL turns. It is also recommended that a "Keep Clear" pavement marking be installed approximately 85 feet beyond the stop line of the 50 feet left turn pocket at Barnett Road/Ethanac Road. This will ensure that the WBL traffic does not block traffic waiting to make a SBL given the staggered nature of this intersection.	51.5	D	51.2	D	D	No
7.	I-215 SB Ramps/Ethanac Rd Jurisdiction: Caltrans/City of Perris Traffic Control: Signal	339.4	F	390.4	F	341.8	F	405.4	F	Widen and restripe the SB shared thru-left turn lane to provide an exclusive left-turn lane and a shared thru-right turn lane. Widen and restripe the EB approach to add two thru-lanes. Widen and restripe the WB approach to add a second left-turn lane. In addition, overlap right-turn phasing during the SB phase.	29.3	C	47.0	D	E	No
8.	I-215 NB Ramps/Ethanac Rd Jurisdiction: Caltrans/City of Perris Traffic Control: Signal	282.7	F	422.9	F	288.0	F	429.8	F	Widen and restripe the NB shared thru-left turn lane to provide an exclusive left-turn lane and a shared thru-left turn lane. Widen and restripe the EB approach to add an exclusive left-turn lane and a thru-lane. Widen and restripe the WB approach to add three thru-lanes and an exclusive right-turn lane. In addition, add overlap right-turn phasing during the NB phase.	33.8	C	48.1	D	E	No

=Unsatisfactory Level of Service

[1]Delay in Seconds

[2]Level of Service

NB= Northbound, SB=Southbound, EB=Eastbound, WB=Westbound

The City's General Plan Circulation Element, Exhibit C-4, City's Proposed Bikeway and Community Pedestrian System, shows a Class II on-street bike lane along Barnett Road. The Project would implement proposed bike facilities and provide bike parking on the Project site. The nearest transit stop to the Project site is across Ethanac Road in the City of Perris, Riverside Transit Authority Case FS Perris Crossing for Route 61 bus services, which is located approximately 600 feet to the north of the Project site. The Project would not obstruct or impact the existing transit services or facilities. Sidewalks would be constructed along Barnett Road as well. The Project would be consistent with the City's General Plan goals and policies as applicable. Therefore, impacts would be less than significant.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less than Significant Impact. CEQA Guidelines section 15064.3 subdivision (b) discusses the use of vehicle miles traveled (VMT) for the impact analysis. The City's guidelines state that the 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.

The results of Project VMT modeling is summarized in Table T-4. The year 2030 was used for the cumulative analysis, as this is the latest year available from the WRCOG VMT tool. As shown in Table T-4, the Project VMT in the baseline and cumulative scenarios would be less than the County General Plan Buildout VMT. Therefore, the project would have a less than significant VMT impact.

Table T- 4: VMT Analysis Summary

Scenario	Project VMT/SP	Threshold[1]	Impact?
Baseline (2022)	24.7	35.3 VMT/SP	No
Cumulative (2030)	27.4		No

VMT/SP = VMT per Service Population (total of population and employment)
[1]Threshold is equal to the County of Riverside General Plan VMT/SP.

c) 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 Impact. The Project would include development and operatation of two new industrial buildings on the site that would be compatible with the existing zoning and land use. The Project's design would be reviewed by the City during the plan check and permitting process; thus, the geometric design features of the Project site would not result in increased hazards. Three driveways would be provided along Barnett Road, including one shared driveway, and one shared driveway would be provided along Ethanac Road. Drive aisles would extend past the proposed buildings and continue around the west side of the buildings. The shared Ethanac Road driveway would be 45 feet wide, the northern Barnett driveway would be 40 feet wide, the two southern Barnett driveways would be 36 feet wide, and drive aisles would be 30 feet in width. Truck traffic is anticipated to access the site from Ethanac Road, which is a designated truck route. Access and circulation improvements would be designed in compliance with the City's design standards to provide for adequate turning for passenger cars, fire trucks, and delivery trucks.

Additionally, the Project site does not include any visual obstructions that would block sight distance at the driveways or that would prohibit full access in, and out of, the Project area. As noted above, LOS would be satisfactory with implementation of the Project and proposed traffic design features. Thus, trucks and motorists entering and exiting the Project site would be able to do so comfortably, safely, and without undue congestion. As such, Project access and circulation would be adequate, and Project impacts related to hazardous design features would be less than significant.

d) Result in inadequate emergency access?

No Impact. The proposed Project would develop and operate two new industrial buildings that would be permitted and approved in compliance with existing safety regulations, such as the California Building Code and Fire Code (as integrated as Chapter 8.26 into the City's Municipal Code) to ensure that it would not result in inadequate emergency access.

The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site and would not restrict access of emergency vehicles to the Project site or adjacent areas. During construction, Ethanac Road would remain open to ensure adequate emergency access to the Project area and vicinity. Thus, impacts related to inadequate emergency access during construction activities would not occur.

As described above, operation of the proposed Project would also not result in inadequate emergency access. Direct access to the Project site would be provided from Ethanac Road and Barnett Road. The driveways and on-site circulation constructed by the Project would be evaluated through the City's permitting procedures to meet the City's design standards that provides adequate turning space for passenger cars, fire trucks, and delivery trucks. The proposed Project circulation would also be consistent with the City of Perris's truck route network, which extends along Ethanac Road, with the western terminus at Barnett Road. Truck traffic would utilize Barnett Road to access the Project site and would not require public roadway access beyond that which is designated for truck traffic. The Project is also required to provide fire suppression facilities (e.g., hydrants and sprinklers). The Menifee Fire Department would review the development plans as part of the plan check and permitting procedures to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9). As a result, impacts related to inadequate emergency access would not occur.

Existing Plans, Programs, or Policies

There are no impact reducing Plans, Programs, or Policies related to transportation that are applicable to the Project.

Traffic Project Design Features

PDF T-1: Barnett Road-Case Road/Ethanac Road: Widen and restripe the northbound shared left-thru-right lane to provide an exclusive right-turn lane and a shared thru-left turn lane. To increase intersection safety, install cat tracks pavement markers for all the edges of the dual southbound lane instead of the single cat track currently installed in the middle of the southbound lane turns. Install a "Keep Clear" pavement marking approximately 85 feet beyond the stop line of the 50 feet left turn pocket at Barnett Road/Ethanac Road. This will ensure that the westbound lane traffic does not block traffic waiting to make a SBL given the staggered nature of this intersection.

PDF T-2: I-215 SB Ramps/Ethanac Road (AM and PM peak hours): Widen and restripe the southbound shared thru-left turn lane to provide an exclusive left-turn lane and a shared thru-right turn lane. Widen and restripe the eastbound approach to add two thru-lanes. Widen and restripe the westbound approach to add a second left-turn lane. In addition, add overlap right-turn phasing during the southbound phase.

PDF T-3: 215 NB Ramps/Ethanac Road (AM and PM peak hours): Widen and restripe the northbound shared thru-left turn lane to provide an exclusive left-turn lane and a shared thru-left turn lane. Widen and restripe the eastbound approach to add an exclusive left-turn lane and a thru-lane. Widen and restripe the westbound approach to add three thru-lanes and an exclusive right-turn lane. In addition, add overlap right-turn phasing during the northbound phase.

Sources

City of Menifee. The City of Menifee General Plan Vision 2030. Available at: https://www.cityofmenifee.us/221/General-Plan

Trip Generation Analysis and VMT Screening Analysis for Ethanac and Barnett Warehouse Project, Menifee. Prepared by EPD Solutions, Inc. 2022 (EPD 2022A) (Appendix N)

Traffic Impact Analysis for Ethanac and Barnett Warehouse Project, Menifee. Prepared by EPD Solutions, Inc. (EPD 2022B) (Appendix O)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
18. TRIBAL CULTURAL RESOURCES.				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 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:				
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)?	☐	☐	☐	☒
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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☒	☐	☐

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)?

No Impact. As previously mentioned in Section 5, Cultural Resources, the Project site does not contain resources eligible for listing on a register of historical resources. In addition, ground disturbance has occurred on the Project site from construction of the current buildings. Therefore, the proposed Project would not result in an impact to a historical resource.

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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less than Significant Impact with Mitigation Incorporated.

Assembly Bill 52
Chapter 532, Statutes of 2014 (Assembly Bill [AB] 52), requires that Lead Agencies evaluate a project's potential to impact "tribal cultural resources." Such resources include "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical Resources or

included in a local register of historical resources." AB 52 also gives lead agencies the discretion to determine, supported by substantial evidence, whether a resource qualifies as a "tribal cultural resource." Also, per AB 52 (specifically PRC 21080.3.1), Native American consultation is required upon request by a California Native American tribe that has previously requested that the City provide it with notice of such projects.

An archaeological records search was completed in order to identify any previously recorded archaeological sites within the Project boundary or in the immediate vicinity. According to the records search two resources were identified within a one-mile radius, none of which are located on the Project site. The historic sites include a prehistoric core and one historic ranch. Additionally, a review of the Sacred Land File (SLF) by the Native American Heritage Commission (NAHC) was found to be negative for the presence of any sacred sites or Tribal Cultural Resources. Pursuant to the requirements of AB 52, the City sent informational letters about the proposed Project and requests for consultation to each tribe on the City's list of tribes requesting consultation on September 22, 2021. Responses were received from the following three tribes:

- Pechanga Band of Indians (previously the "Pechanga Band of Luiseño Indians") responded on October 25, 2021 requesting consultation. Consultation occurred in January 2022 and the City's standard mitigation measures were provided to the tribes for review. The City sent a follow up to close on October 28, 2022, however, no response was received.
- Rincon Band of Luiseño Indians responded on November 4, 2021 requesting additional information about the Project. The tribe did not request consultation. The City sent additional information to the tribe and no further requests were made. Rincon officially closed on September 9, 2021.
- Agua Caliente Band of Cahuilla Indians responded on November 17, 2021 requesting additional information about the Project. The tribe did not request consultation. The City sent additional information to the tribe and no further requests were made. The City sent a follow up to close on October 28, 2022, however, no response was received.

Mitigation Measure TCR-1 through TCR-8 have been included to require tribal monitoring of initial site clearing (such as pavement removal, grubbing, tree removals) ground-disturbing activities that cause excavation to depths greater than artificial fill into previously undisturbed soils. Additionally, in the event of an inadvertent tribal cultural resource discovery, procedures have been included that shall be followed by the applicant and City.

As described above, the Project site does not contain any historic structures and the Project area has little to no potential for prehistoric sites to be contained within the boundaries of the site. In addition, the entire parcel has been disturbed from previous agricultural activity. Furthermore, the NAHC has not identified any known sacred lands within the Project area or immediate vicinity. As described previously (and included as PPP CUL-1), California Health and Safety Code, Section 7050.5 requires that if human remains are discovered in the Project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation. If the coroner determines that the remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. However, as described previously, Mitigation Measure TCR-3 has been included to provide procedures to be followed in the event that potential resources are discovered during grading, excavation, or construction activities. As detailed previously, if the discovered resource(s) appears Native American in origin, a Native American Monitor shall be contacted to evaluate any potential tribal cultural resource(s) and shall have the opportunity to consult on appropriate treatment and curation of these resources. Thus,

impacts related to California Native American tribes would be less than significant with implementation of Mitigation Measure TCR-1 through TCR-8.

Existing Plans, Programs, or Policies

PPP CUL-1: Human Remains. Listed previously in Section 5, Cultural Resources.

Mitigation Measures

TCR-1. Human Remains (consistent with PPP CUL-1). If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

TCR-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 6254 (r)., parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).

TCR-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.

i. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan shall be prepared by the Project Archaeologist, in consultation with the Tribe, and shall be submitted to the City for their review and approval prior to implementation of the said plan.
ii. Pursuant to California Public Resources Code 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 the California Environmental Quality Act with respect to archaeological resources, recommendations of the Project Archaeologist and shall take into account the cultural and religious principles and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the City Community Development Director shall be appealable to the City Planning Commission and/or City Council."

TCR-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.

Prior to Grading Permit Issuance

TCR-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 site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Project Archaeologist and the 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 site. 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 California Public Resources Code Section 21080.3.2(b)(1) of AB 52. Details in the Plan shall include:

a) Project grading and development scheduling;
b) The Project Archaeologist 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.

TCR-6. 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.

TCR-7. Native American Monitoring (Soboba). 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. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Community Development Department and to the Engineering Department. The Native American Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.

Prior to Final Occupancy

TCR-8. Archeology Report - Phase III and IV. Prior to final inspection, the developer/permit holder shall prompt the Project Archaeologist to submit two (2) copies of the Phase III Data Recovery report (if required 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).

Sources

Brian F Smith and Associates. Phase I Cultural Resources Study for the Ethanac Business Center Project (BFSA CUL 2022). (See Appendix D)

Governor's Office of Planning and Research (OPR). Tribal Consultation Guidelines, Supplement to General Plan Guidelines. November 14, 2005. Available at: http://nahc.ca.gov/wp-content/uploads/2019/04/SB-18-Tribal-Consultation-Guidelines.pdf

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
19. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction of new or expanded water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) 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?	☐	☐	☒	☐
d) 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?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

a) Require or result in the relocation or construction of new or expanded water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than Significant Impact.

Water Infrastructure

The proposed Project is within an urbanized, developed area of Menifee. An existing 12-inch water line runs north-south along Barnett Road, which is adjacent to the Project site. The Project would install new onsite domestic water and fire service lines that would connect to the existing line in Barnett Road. Because the site has been planned for operation of industrial uses, the water line has been planned to accommodate development of the Project site and would not require expansion to serve the proposed Project.

Therefore, although construction of the onsite water lines would be required to support the new development, no extensions or expansions to the water pipelines supplying the Project site would be required. The necessary installation of the onsite water supply line is included as part of the proposed Project and would not result in any physical environmental effects beyond those identified in other sections of this IS/MND. Thus, the proposed Project would not result in the construction of

new water facilities or expansion of existing facilities that serve the Project area, the construction of which could cause significant environmental effects, and impacts would be less than significant.

Wastewater Treatment
The Project would connect to the existing 42-inch sewer line located in Barnett Road, which is adjacent to the Project site. Because the site has been planned for operation of industrial uses, the sewer line has been planned to accommodate development of the Project site and would not require expansion to serve the proposed Project. The necessary installation of the onsite sewer line is included as part of the proposed Project and would not result in any physical environmental effects beyond those identified in other sections of this IS/MND.

Stormwater Drainage
The Project proposes a series of MWS to treat stormwater runoff from the Project site. The Project would install new storm drains and catch basins that would convey runoff to the adjacent flood channel and proposed storm drain facilities in Barnett Road. Stormwater runoff would be routed to landscaped areas to slow and infiltrate stormwater runoff wherever feasible to slow and infiltrate additional flows resulting from the Project.

The adjacent flood channel and proposed storm drains would have sufficient capacity to accommodate flows from the proposed Project. Thus, the Project would not require or result in the construction of new offsite stormwater drainage facilities or expansion of existing offsite facilities, the construction of which could cause significant environmental effects. The required installation of onsite drainage features is included as part of the proposed Project and would not result in any physical environmental effects beyond those identified in other sections of this IS/MND. Overall, impacts related to stormwater drainage facilities would be less than significant.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less than Significant Impact. As discussed above, water supplies to the Project site are provided by EMWD. According to the Eastern Municipal Water District 2020 Urban Water Management Plan (UWMP), EMWD receives water supplies from four sources: imported water from the Metropolitan Water District of Southern California (MWD), local groundwater, desalinated groundwater, and recycled water. Further, through a combination of these resources EMWD indicates that the agency has the ability to meet current and projected water demands through 2045 during normal, historic single-dry and historic multiple-dry year periods (UWMP 2020).

In 2020, EMWD had a retail water demand of 84,673-acre feet (AF) and projects a retail demand of 102,600 AF in 2025 (a 21 percent increase). The UWMP projects continued growth in retail demand through 2045, when demand is projected to be 123,000 AF (UWMP 2020). The Project site has a General Plan Land Use designation of Economic Development Corridor. The proposed Project is consistent with the land use designations for the site and would be developed below the maximum FAR; therefore the existing growth projections included in the UWMP. Therefore, the proposed Project would have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years, and impacts would be less than significant.

c) 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?

Less than Significant Impact. EMWD provides wastewater treatment to the Project area. EMWD has four wastewater treatment facilities located throughout its service area that are interconnected to provide for operational flexibility, improved reliability, and deliveries of recycled water. The Perris Valley Raw Water Reclamation Facility (PVRWRF) is closest to the Project site and has a treatment capacity of 26,900 acre-feet per year (AFY). In 2020, the PVRWRF treated 15,696 AFY of wastewater.

The EMWD has previously used wastewater generation rates for industrial uses of approximately 1,700 gallons per day (gpd) per acre (EMWD 2006). Based on this value, wastewater generated by the Project would be approximately 23,613 gpd (26.47 AFY).

Under existing conditions, the PVRWRF has an excess treatment capacity of approximately 11,204 AFY (9,995,659 gpd). As such, implementation of the Project would utilize approximately 0.24 percent of the PVRWRF daily excess treatment capacity. Thus, the wastewater treatment plant has ample capacity, and the Project would not create the need for any new or expanded wastewater facility (such as conveyance lines, treatment facilities, or lift stations) to serve the proposed Project. Therefore, impacts related to wastewater infrastructure would be less than significant.

d) 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 Impact. The Project would generate solid waste during the temporary, short-term construction phase, as well as during the operational phase. According to the Menifee General Plan EIR, in 2011, 99 percent of the solid waste collected in Menifee is disposed of at El Sobrante Landfill in Corona and Badlands Sanitary Landfill in Moreno Valley (City of Menifee 2013).

The El Sobrante Sanitary Landfill is permitted to accept 16,054 tons per day of solid waste and is permitted to operate through 2051 (CalRecycle 2022B). The Badlands Sanitary Landfill is permitted to accept 4,800 tons per day of solid waste and is permitted to operate through 2026 (Calrecycle 2022C). As of August 2022, El Sobrante Landfill had an average disposal of 10,710 tons per day and an average remaining capacity of 5,344 tons per day and Badlands Landfill had an average disposal of 2,656 tons per day and an average remaining capacity of 2,144 tons per day (CalRecycle 2022B, CalRecycle C).

The CalEEMod solid waste generation rate for a warehouse/manufacturing land use is 1.42 tons per year per 100 square feet (CalRecycle 2022A). Thus, the proposed Project would generate approximately 3,566 tons of solid waste per year. However, at least 75 percent of the solid waste is required by AB 341 to be recycled, which would reduce the volume of landfilled solid waste to approximately 891 tons per year or 17 tons per week.

As described above, the El Sobrante Landfill has additional capacity of approximately 5,344 tons per day, thus the facility would be able to accommodate the addition of 17 tons of waste per week from the Project. The Badlands Sanitary Landfill has additional capacity of approximately 2,144 tons per day, thus the facility would be able to accommodate the addition of 17 ton of waste per week from the Project as well. Therefore, the El Sobrante Sanitary Landfill and/or the Badlands Landfill would be able to accommodate solid waste from operation of the proposed Project, and impacts related to landfill capacity would be less than significant.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact. The proposed Project would result in new development that would generate an increased amount of solid waste. All solid waste-generating activities within the City are subject to the requirements set forth in Section 5.408.1 of the 2019 California Green Building Standards Code that requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste, and AB 341 that requires diversion of a minimum of 75 percent of operational solid waste.

In addition, the proposed Project would be required to comply with all federal, State, and local regulations related to solid waste. Furthermore, the proposed Project would comply with all standards related to solid waste diversion, reduction, and recycling during Project construction and operation. Therefore, the proposed Project is anticipated to result in less than significant impacts related to potential conflicts with federal, State, and local management and reduction statutes and regulations pertaining to solid waste.

Existing Plans, Programs, or Policies

There are no impact reducing Plans, Programs, or Policies related to utilities and service systems that are applicable to the Project.

Mitigation Measures

No mitigation measures related to utilities and service systems are required.

Sources

CalRecycle. Estimated Solid Waste Generation Rates. Accessed 2022. (CalRecycle 2022A). Available at: https://www2.calrecycle.ca.gov/wastecharacterization/general/rates

CalRecycle 2022. SWIS Facility/Site Activity Details - El Sobrante Landfill (33-AA-0217). Accessed 2022. (CalRecycle 2022B) Available at: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2280?siteID=2402

CalRecycle 2022. SWIS Facility/Site Activity Details - Badlands Sanitary Landfill (33-AA-0006). Accessed 2022. (CalRecycle 2022C). Available at: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2245?siteID=2367

City of Menifee. 2013. Draft Environmental Impact Report. Accessed 2022 (CalRecycle 2022 C). Available at: https://www.cityofmenifee.us/262/Environmental-Impact-Report

Eastern Municipal Water District. 2006. Sanitary Sewer System Planning and Design. Available at: https://www.emwd.org/sites/main/files/fileattachments/emwdsewer_system_design.pdf?1542760914

Eastern Municipal Water District. 2020 Urban Water Management Plan. Available at: https://www.emwd.org/sites/main/files/file-attachments/urbanwatermanagementplan_0.pdf?1625160721

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
20. WILDFIRES. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) 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?	☐	☐	☐	☒
c) 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?	☐	☐	☐	☒
d) 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?	☐	☐	☐	☒

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. According to Cal Fire's Fire Hazard Severity Zone Map, the Project site is not located within a Moderate, High, or Very High fire severity zone and Exhibit S-8 of the City's Safety Element shows the site is not located within a Very High Fire Hazard Severity Zone of State or Local Responsibility. Direct access to the Project site would be from one driveway along Ethanac Road and three driveways along Barnett Road. According to Exhibit S-9 in the City's Safety Element, Ethanac Road is designated as an evacuation route. The proposed Project would not result in any impacts to Ethanac Road and it would remain as part of the City's evacuation routes. Additionally, the Project would be required to design and construct internal access and provide fire suppression facilities (e.g., hydrants and sprinklers) in conformance with the City's Municipal Code, and the Fire Department would review the development plans prior to approval to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), included in the City's Municipal Code (Chapter 8.20, Fire Code). As a result, the proposed Project would not impair an adopted emergency response plan or emergency evacuation plan, and no impacts would occur.

b) 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?

No Impact. As described in the previous response, the Project site is not located within a Fire Hazard Severity Zone. The areas within the Project's vicinity also do not contain hillsides or other factors that could exacerbate wildfire risks. Therefore, no impacts would occur.

c) 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?

No Impact. As described in the previous responses, the Project site is not within a Fire Hazard Severity Zone. The Project site is located within a developing area within the City of Menifee. The Project would not involve any new infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risks or result in other impacts to the environment. Therefore, no impacts would occur.

d) 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?

No Impact. As described in the previous responses, the Project site is not within a Fire Hazard Severity Zone. In addition, adjacent areas to the Project site are relatively flat and vacant sites that do not contain hillsides or other factors that would expose people or structures to flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes. In addition, the Project would not generate large slopes and would connect to existing drainage facilities. Thus, the Project would not result in risks related to wildfires or risks related to downslope or downstream flooding or landslides after wildfires. Therefore, no impacts would occur.

Existing Plans, Programs, or Policies

There are no impact reducing Plans, Programs, or Policies related to wildfires that are applicable to the Project.

Mitigation Measures

No mitigation measures related to wildfires are required.

Sources

Cal Fire. Fire Hazard Severity Zone Map. 2022. Available at: https://egis.fire.ca.gov/FHSZ/

City of Menifee. Safety Element. Exhibits S-8 and S-9. Available at: https://www.cityofmenifee.us/222/Safety-Element

21. MANDATORY FINDINGS OF SIGNIFICANCE.	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Does the project have the potential to 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 a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

a) Does the project have the potential to 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 a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less than Significant. As discussed in previous sections of this IS/MND, the Project site is currently undeveloped and proposes to construct two new industrial buildings that would total 251,133 SF. The Project would not substantially impact any scenic vistas, scenic resources, or the visual character of the area, as discussed in Section **Error! Reference source not found.**, Aesthetics, and would not result in excessive light or glare. The biological field survey conducted for the Project did not identify habitat for any plant or animal species present on the Project site, except the burrowing owl. As discussed above, the Project would be required to conduct 30-day preconstruction surveys for the presence of burrowing owls. With implementation of Mitigation Measure BIO-1, the Project would have a less than significant impact on sensitive animal species. Additionally, the Project site contains trees and shrubs that could be used as habitat for nesting birds. With implementation of Mitigation Measure BIO-2, the Project would result in less than significant impacts on biological resources.

The site does not contain any historic resources, and the potential for the Project site to contain any archaeological resources is low. However, PPP CUL-1 has been included to provide procedures to be followed in the event that potential human remains are discovered during grading, excavation, or construction activities. Therefore, impacts related to important examples of the major periods of California history or prehistory would be less than significant. The environmental analysis provided

in Section **Error! Reference source not found.**, Air Quality, concludes that impacts related to emissions of criteria pollutants and other air quality impacts would be less than significant. Section **Error! Reference source not found.**, Geology and Soils, and Section **Error! Reference source not found.**, Hazards and Hazardous Materials, conclude that impacts related to GHG emissions, hydrology, and water quality would be less than significant. Based on the preceding analysis of potential impacts in the responses to items 1 thru 20, no evidence is presented that the Proposed Project would degrade the quality of the environment. Impacts related to degradation of the environment and cultural resources would be less than significant with mitigation incorporation.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less than Significant Impact. Cumulative impacts can result from the interactions of environmental changes resulting from one Proposed Project with changes resulting from other past, present, and future projects that affect the same resources, utilities and infrastructure systems, public services, transportation network elements, air basin, watershed, or other physical conditions. Such impacts could be short-term and temporary, usually consisting of overlapping construction impacts, as well as long term, due to the permanent land use changes and operational characteristics involved with the Project. The Project would develop an undeveloped vacant site with two new industrial buildings. As described above, all of the potential impacts related to implementation of the Project would be less than significant or reduced to a less than significant level with implementation of mitigation measures and existing plans, programs, or policies that are imposed by the City and effectively reduce environmental impacts.

The cumulative effect of the proposed Project taken into consideration with these other development projects in the area would be limited, because the Project would be consistent with the City's General Plan and Municipal Code and would not result in substantial effects to any environmental resource topic, as described throughout this document. Thus, impacts to environmental resources or issue areas would not be cumulatively considerable, and cumulative impacts would be less than significant.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant with Mitigation Incorporated. The Project consists of development of an an undeveloped vacant site. The Project would not consist of any use or any activities that would result in a substantial negative effect on any persons in the vicinity. All resource topics associated with the Project have been analyzed in accordance with CEQA and the CEQA Guidelines and were found to pose no impacts, less than significant impacts, or less than significant impacts with mitigation, as previously detailed. Consequently, the Project would not result in any environmental effects that would cause substantial adverse effects on human beings directly or indirectly, with implementation of the mitigation measures that have been previously detailed.

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