



Murrieta Road Warehouse Project Initial Study

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November 2023

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Contents

1 INTRODUCTION 1

1.1 PURPOSE OF THE INITIAL STUDY..... 1

1.2 DOCUMENT ORGANIZATION 2

2 ENVIRONMENTAL SETTING 3

2.1 PROJECT LOCATION 3

2.2 EXISTING LAND USES 3

2.3 EXISTING LAND USE AND ZONING 3

2.4 SURROUNDING LAND USES 3

3 PROJECT DESCRIPTION..... 17

3.1 PROJECT OVERVIEW 17

3.2 PROJECT FEATURES..... 17

3.3 CONSTRUCTION 19

3.4 OPERATIONS..... 27

3.5 PROJECT OBJECTIVES 27

3.6 DISCRETIONARY ACTION REQUESTED 28

4 ENVIRONMENTAL CHECKLIST..... 29

4.1 BACKGROUND 29

4.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED..... 31

4.3 DETERMINATION 31

4.4 EVALUATION OF ENVIRONMENTAL IMPACTS..... 33

5 ENVIRONMENTAL ANALYSIS..... 34

5.1 AESTHETICS..... 34

5.2 AGRICULTURE AND FORESTRY RESOURCES..... 37

5.3 AIR QUALITY 40

5.4 BIOLOGICAL RESOURCES 43

5.5 CULTURAL RESOURCES 46

5.6 ENERGY 48

5.7 GEOLOGY AND SOILS..... 49

5.8 GREENHOUSE GAS EMISSIONS..... 57

5.9 HAZARDS AND HAZARDOUS MATERIALS 58

5.10 HYDROLOGY AND WATER QUALITY..... 64

5.11 LAND USE AND PLANNING..... 68

5.12 MINERAL RESOURCES..... 69

5.13 NOISE..... 70

5.14 POPULATION AND HOUSING..... 72

5.15 PUBLIC SERVICES 74

5.16 RECREATION..... 76

5.17 TRANSPORTATION..... 77

5.18 TRIBAL CULTURAL RESOURCES 79

5.19 UTILITIES AND SERVICE SYSTEMS..... 81

5.20 WILDFIRE 85

5.21 MANDATORY FINDINGS OF SIGNIFICANCE..... 87

6 REFERENCES..... 89

Tables

TABLE 2-1: SURROUNDING EXISTING LAND USE AND ZONING DESIGNATIONS..... 4
 TABLE 3-1: DEVELOPMENT SUMMARY 18
 TABLE 3-2: PARKING SUMMARY 18
 TABLE AES-1: CONSISTENCY WITH SITE DEVELOPMENT STANDARDS..... 35
 TABLE UT-1: EASTERN MUNICIPAL WATER DISTRICT PROJECTED WATER SUPPLY AND DEMAND (ACRE-FEET)..... 82

Figures

FIGURE 2-1: REGIONAL LOCATION..... 5
 FIGURE 2-2: LOCAL VICINITY 7
 FIGURE 2-3: PROJECT AERIAL 9
 FIGURE 2-4: EXISTING SITE PHOTOS 11
 FIGURE 2-5: EXISTING GENERAL PLAN DESIGNATIONS..... 13
 FIGURE 2-6: EXISTING ZONING DESIGNATIONS 15
 FIGURE 3-1: CONCEPTUAL SITE PLAN..... 21
 FIGURE 3-2: BUILDING ELEVATIONS..... 23
 FIGURE 3-3: LANDSCAPE PLAN 25

Acronym List

| | |
|----------------|--|
| A-P | Alquist-Priolo Earthquake Fault Zoning Act |
| AQMP | Air Quality Management Plan |
| AB | Assembly Bill |
| APN | Assessor’s Parcel Numbers |
| BMPs | Best Management Practices |
| CARB | California Air Resources Board |
| CBC | California Building Code |
| CEQA | California Environmental Quality Act |
| CNEL | Community Noise Equivalent Level |
| dBA | A-weighted decibel |
| EDC | Economic Development Corridor |
| EDC – NG | Economic Development Corridor – Northern Gateway |
| EIR | Environmental Impact Report |
| EMWD | Eastern Municipal Water District |
| ESA | Environmental Site Assessment |
| FEMA | Federal Emergency Management Agency |
| FIRM | Flood Insurance Rate Maps |
| GHG | Greenhouse Gas |
| I-215 | Interstate 215 |
| LHMP | Local Hazard Mitigation Plan |
| MBTA | Migratory Bird Treaty Act |
| MSHCP | Multi-Species Habitat Conservation Plan |
| NAAQS | National Ambient Air Quality Standards |
| NPDES | National Pollutant Discharge Elimination System |
| NAHC | Native American Heritage Commission |
| NOx | Nitrous Oxides |
| O ₃ | Ozone |
| PM | Particulate Matter |
| RCFD | Riverside County Fire Department/CalFire |
| RWQCB | Regional Water Quality Control Board |

| | |
|--------|--|
| SB | Senate Bill |
| SCAQMD | South Coast Air Quality Management District |
| SCAG | Southern California Association of Governments |
| SR -74 | State Route 74 |
| SWPPP | Stormwater Pollution Prevention Plan |
| TPZ | Timberland Production Zone |
| USGS | U.S. Geologic Survey |
| WQMP | Water Quality Management Plan |

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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
- Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines) (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000 et seq.) as amended and approved on December 28, 2018.

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 industrial Project described in greater detail in Section 3.0 below. As required by State CEQA Guidelines Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency, the City of Menifee, to determine if a Mitigated Negative Declaration or an Environmental Impact Report is required to evaluate the potential environmental impacts associated with 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*” (State CEQA Guidelines Section 15382).

Given the Project's broad scope and level of detail, combined with previous analyses and current information about the site and environs, the City'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. (Public Resources Code Section 21003.1)
 - Encourage the applicant to incorporate environmental considerations into project conceptualization, design, and planning at the earliest feasible time. (State CEQA Guidelines Section 15004[b][3])
 - Specify mitigation measures for reasonably foreseeable significant environmental effects and commit the City and applicant to future measures containing performance standards to ensure their adequacy when detailed development plans and applications are submitted. (State CEQA Guidelines Section 15126.4)
-

1.2 DOCUMENT ORGANIZATION

This Initial Study includes the following sections:

Section 1. Introduction

Provides information about CEQA and its requirements for environmental review and explains that an Initial Study was prepared by the City of Menifee to evaluate the Project's potential impact to the physical environment, and to determine if an Environmental Impact Report (EIR) is required.

Section 2. Environmental Setting

Provides information about the Project's location.

Section 3. Project Description

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

Section 4. Environmental Checklist

Includes the Environmental Checklist from Appendix G of the State CEQA Guidelines and evaluates the Project's potential to result in significant adverse effects to the physical environment and identifies if an EIR is required, and if one is, what environmental topics need to be analyzed in the EIR.

2 ENVIRONMENTAL SETTING

2.1 PROJECT LOCATION

The Project site is located in the northern portion of the City of Menifee, within Riverside County. The City of Menifee is located approximately 23 miles southeast of Downtown Riverside, 37 miles east of Irvine, and 66 miles southeast of Downtown Los Angeles. Regional access to the Project site is provided via Interstate 215 (I-215), located approximately 0.9 miles to the east, and State Route 74 (SR-74), approximately 3.2 miles to the northwest.

The Project site encompasses approximately 28.27 acres and is generally located south of Floyd Avenue, east of Geary Street, west of Murrieta Road, and north of McLaughlin Road. The Project site is identified by Assessor's Parcel Numbers (APN) 330-210-010, -011, -013, -062 and 330-560-001 through 330-560-040, 330-570-001 through 330-570-033, and 330-571-001 through 330-571-005. Additionally, the site is located within the Romoland USGS 7.5-Minute Quadrangle; Section 17, Township 5 South, Range 3 West, San Bernardino Baseline and Meridian. Regional location and local vicinity maps are provided in Figure 2-1, *Regional Location*, Figure 2-2, *Local Vicinity*, and Figure 2-3, *Project Aerial*, respectively.

2.2 EXISTING LAND USES

The Project site comprises four parcels encompassing approximately 28.27 acres. These parcels are identified as Assessor's Parcel Numbers (APNs) 330-210-010, -011, -013, and -062 and 330-560-001 through 330-560-040, 330-570-001 through 330-570-033, and 330-571 through 330-571-005. The Project site is currently vacant but disturbed from previous agricultural activities and previous development. The site is vegetated by unplanned, non-native grasses as well as sparse shrubs. The site is relatively flat throughout. The site's existing conditions are shown in Figure 2-3, *Project Aerial*, and Figure 2-4, *Existing Site Photos*.

2.3 EXISTING LAND USE AND ZONING

The Project site has a land use designation of Economic Development Corridor (EDC) and is zoned Economic Development Corridor – Northern Gateway (EDC-NG), as shown on Figures 2-5, *Existing General Plan Designation*, and 2-6, *Existing Zoning Designation*. The EDC land use designation allows for development of industrial uses at up to a 1.0 floor area ratio (FAR). The EDC-NG zone is intended to allow for development of a business park area with more intensive industrial uses with less office than envisioned for the Scott Road EDC area. It is envisioned as a buffer and transition between the commercial uses in Perris to the north and the residential uses in Menifee, south of McLaughlin Road.

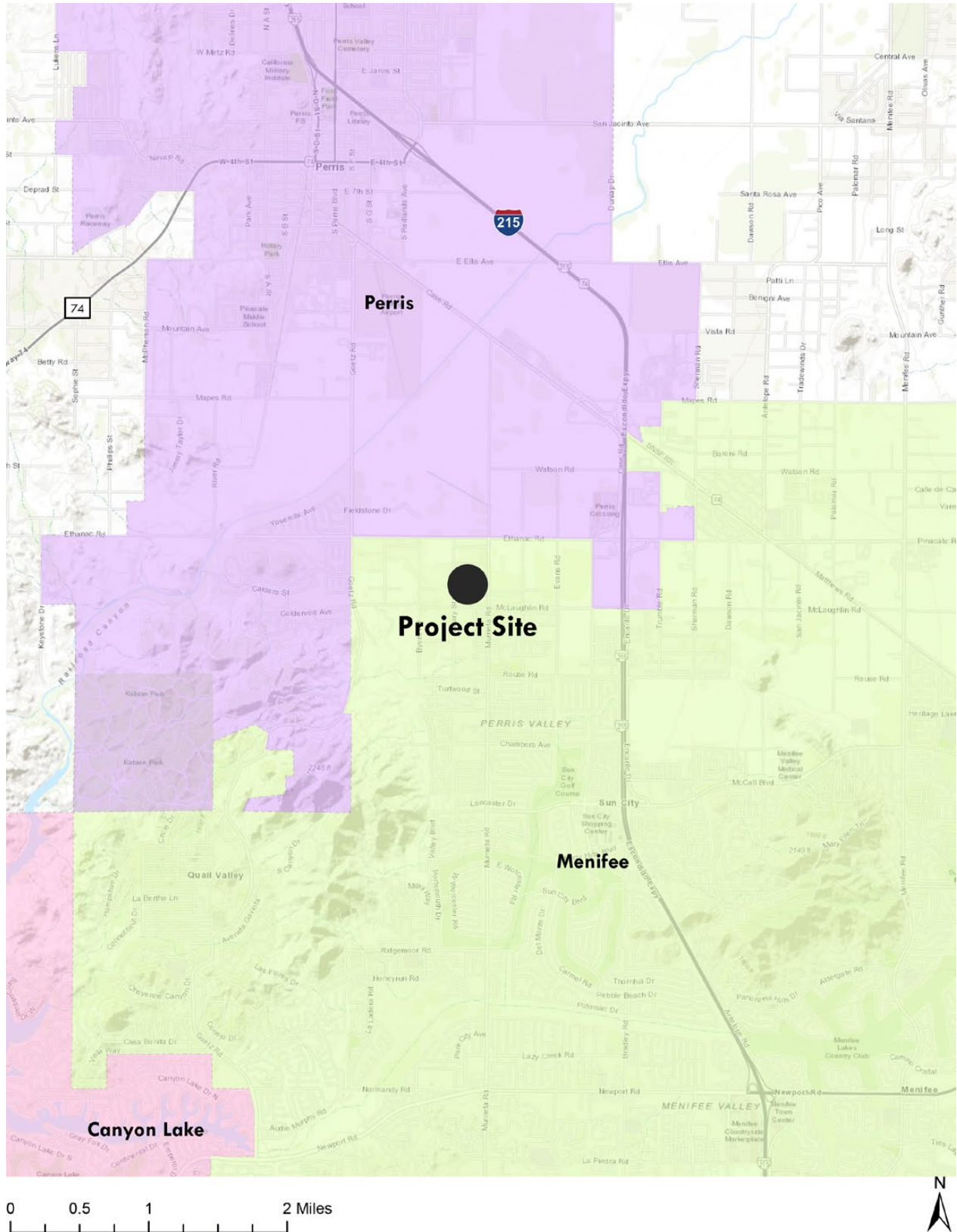
2.4 SURROUNDING LAND USES

The surrounding land uses are described in Table 2-1 along with the General Plan Land Use and Zoning designations.

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

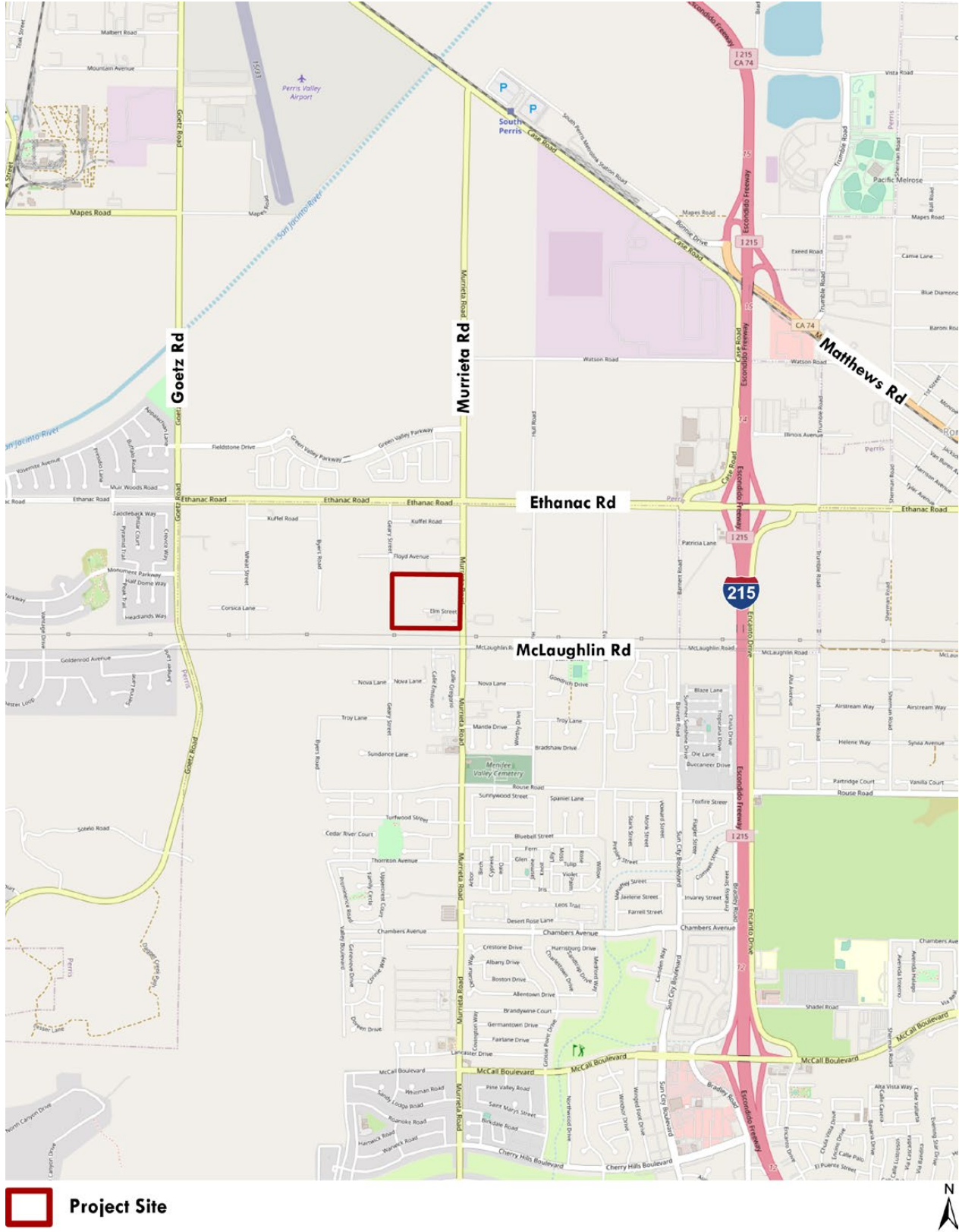
| | Existing Land Use | City General Plan Designation | City Zoning Designation |
|--------------|--|--------------------------------------|---|
| North | Rural single-family residences followed by Ethanac Road | Economic Development Corridor (EDC) | Economic Development Corridor – Northern Gateway (EDC-NG) |
| West | Geary Street followed by vacant land | Economic Development Corridor (EDC) | Economic Development Corridor – Northern Gateway (EDC-NG) |
| South | Southern California Edison utility corridor followed by McLaughlin Road | Public Utility Corridor (PUC) | Public Utility Corridor (PUC) |
| East | Murrieta Road followed by vacant land and a modular office building dealer lot | Economic Development Corridor (EDC) | Economic Development Corridor – Northern Gateway (EDC-NG) |

Regional Location



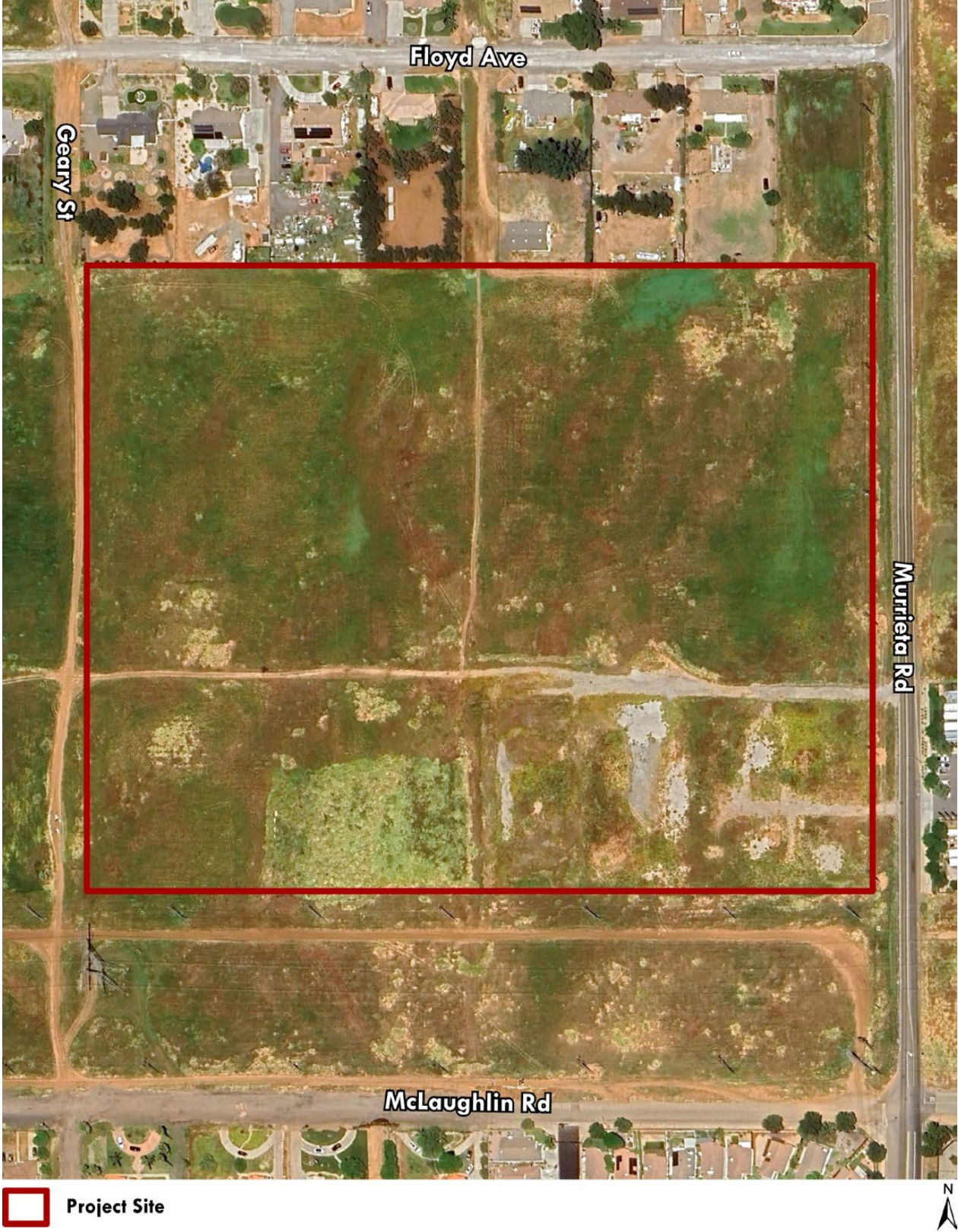
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Local Vicinity



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Aerial View



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Existing Site Photos



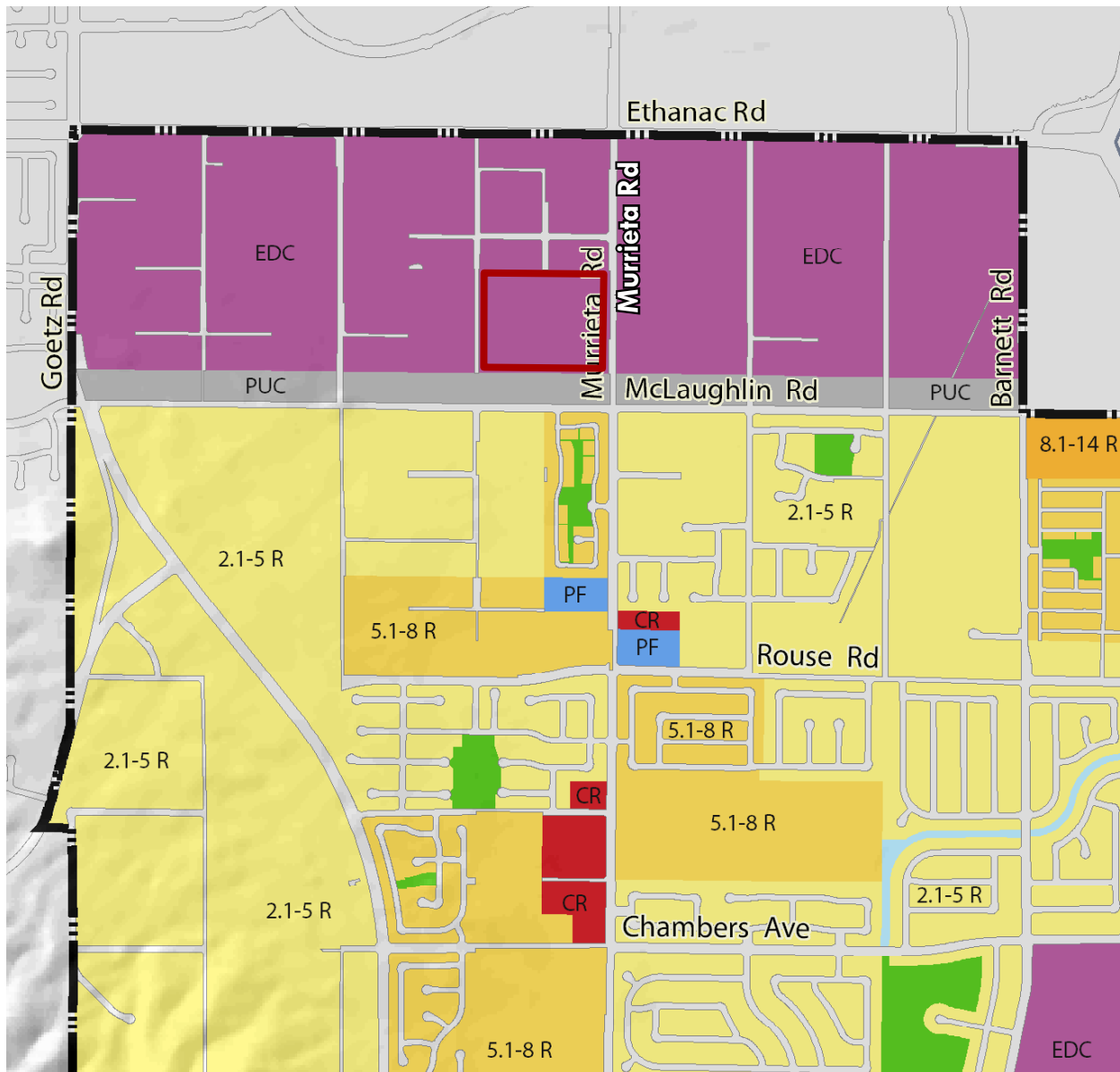
View from the northwest corner on Geary St.



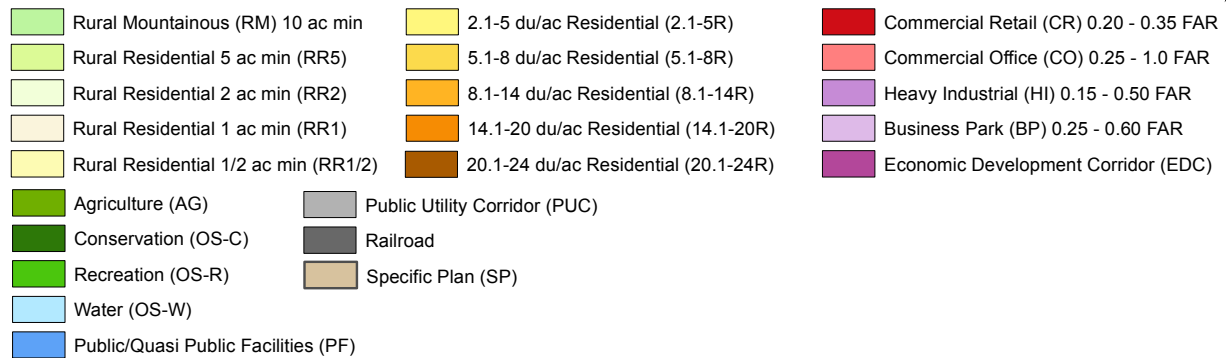
View from northeast corner on Murrieta Rd.

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Existing General Plan Designation

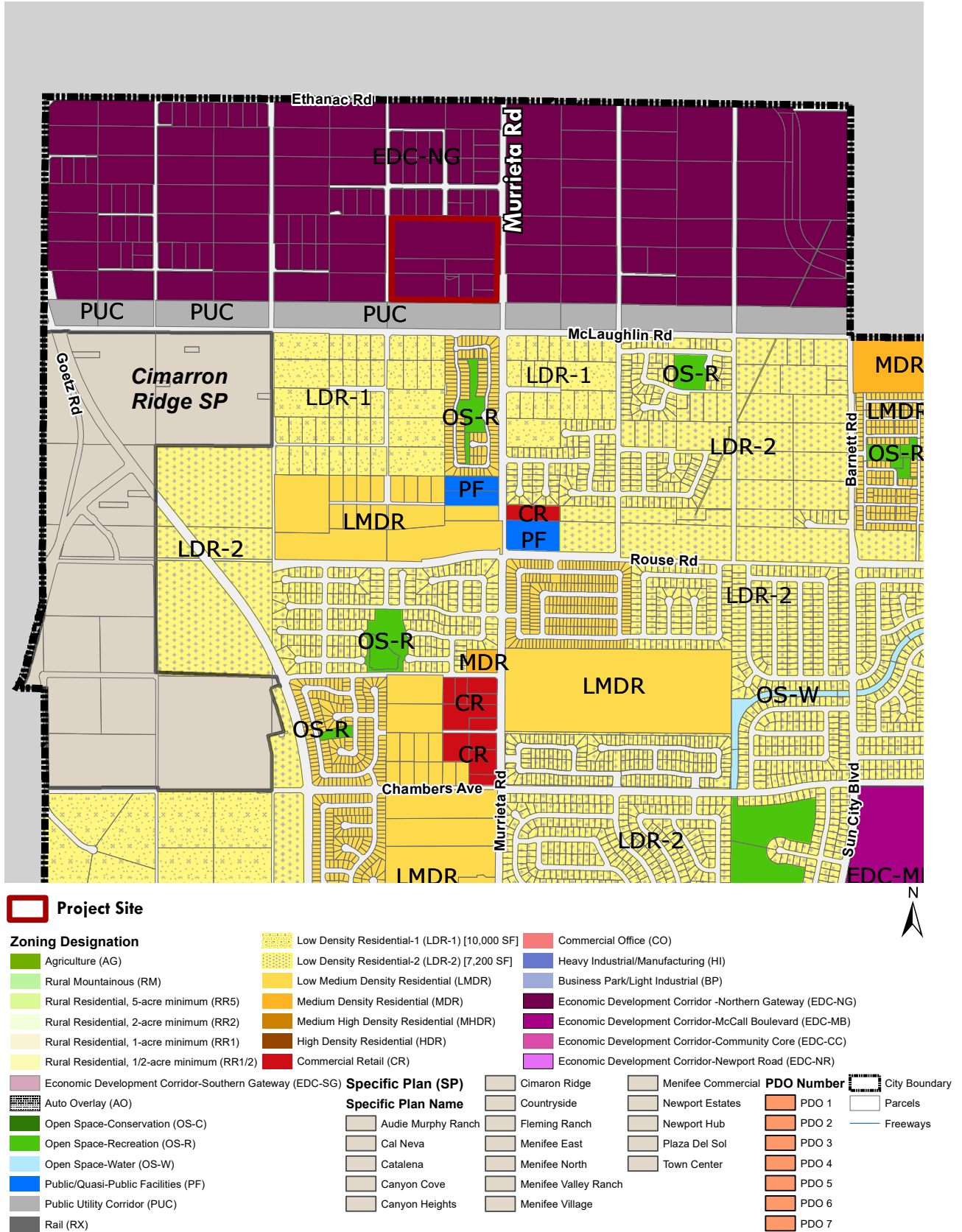


Project Site



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Existing Zoning Designation



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3 PROJECT DESCRIPTION

3.1 PROJECT OVERVIEW

The applicant for the Project proposes to develop a new distribution warehouse facility, with related site improvements, on a 28.27-acre site within the City of Menifee. The proposed Project includes development of an approximately 517,720-square foot (SF) speculative warehouse building with a FAR of 0.48. This environmental analysis includes a development buffer in order to account for final design changes, equivalent to three percent of the building square footage, or 15,532 SF, which would result in a building area of 533,252 SF and an FAR of 0.50, as shown in Table 3-1, *Development Summary*. Additional improvements include a parking lot and loading docks, ornamental landscaping, associated onsite infrastructure, and construction of offsite street improvements. See Figure 3-1, *Conceptual Site Plan*. The Project Applicant requests the approval of a Development Plan Review for consideration of the architectural design, landscaping, and overall compliance with the City's zoning regulations.

Table 3-1: Development Summary

| Murrieta Road Warehouse | | | |
|--------------------------------|---------------------|------------------|--------------------------|
| | Site Plan SF | Buffer SF | Total SF Analyzed |
| Warehouse area | 490,400 | 15,532 | 505,932 |
| Office area | 20,320 | - | 20,320 |
| Mezzanine | 7,000 | - | 7,000 |
| Total building area | 517,720 | 15,532 | 533,252 |
| FAR | 0.48 | - | 0.5 |

3.2 PROJECT FEATURES

Building Summary and Architecture

The proposed speculative warehouse building would be approximately 55 feet tall, and include a mezzanine, loading docks, and associated vehicle and truck trailer parking spaces. The 533,252 SF warehouse building would include approximately 20,320 SF of ground floor office space, 7,000 SF of mezzanine office space, and 505,932 SF of warehouse space. Figure 3-1, *Conceptual Site Plan*, illustrates the proposed site plan without the three percent development buffer.

The proposed Project includes a building setback of approximately 205 feet from the northern property line, a building setback of approximately 105 feet from the Murrieta Road right-of-way, a building setback of approximately 125 feet from the proposed driveway on the southern boundary of the site, and a building setback of approximately 113 feet from the Geary Street right-of-way. Loading dock doors would be located on the northern (265 feet from property line) and southern sides of the building.

Architectural Features

As shown in Figure 3-2, *Elevations*, the proposed Project would utilize a varied color scheme and glazing to establish an architectural presence through an emphasis on building finish materials and consistent material usage. The proposed elevation materials would include painted concrete in multiple shades of gray and a shade of blue, blue glazing, and metal canopies. The proposed building would include two main entrances that would include extensive blue glazing. The building

height would vary in order to reduce massing, from 48 feet and 6-inches to a maximum height of 55 feet at the building parapet.

Parking and Loading Dock Summary

Truck loading docks and trailer parking would be along the northern and southern sides of the building. The Project would include 90 dock high doors and 4 grade-level truck doors. Approximately 130 trailer parking spaces would be provided in the northern truck court and 64 trailer parking spaces would be provided in the southern truck court, within areas secured by sliding gates. The proposed Project would also provide 409 passenger car parking spaces, including 7 ADA spaces, 80 electric vehicle capable stalls, and 20 electric vehicle charging stations, as shown in Table 3-1.

Table 3-2: Parking Summary

| Parking Type | Number Provided |
|----------------------------------|-----------------|
| Standard Stalls | 300 |
| Accessible Stalls | 9 |
| Electric Vehicle Capable Stalls | 80 |
| Electric Vehicle Charging Stalls | 20 |
| Total | 409 |

Landscaping and Fencing

The Project would include approximately 137,363 SF of drought tolerant ornamental landscaping that would cover 11.0 percent of the site as shown in Figure 3-3, *Landscape Plan*. Proposed landscaping would include 24-inch and 36-inch box trees, including Australian willow, Chinese pistache, and southern live oak, along the Project site's boundaries to screen the proposed building and truck court from offsite views. The Project would include additional box trees, shrubs, and groundcover throughout the Project site and around the proposed building to screen employee and customer parking areas.

The proposed Project includes an approximately 14-foot-high retaining and screen wall along the interior of the northern and southern truck courts (outside facing wall would be 8' with a landscaping berm), which would taper to a 6-foot-high screen wall along the northern property line outside of the truck court. The 14-foot-high screen walls would be 8 feet high facing the residences to the north of the Project site and facing the proposed private driveway to the south along the western property line and a portion of the southern property line, as shown in Figure 3-1, *Conceptual Site Plan*.

Infrastructure Improvements

Water and Sewer

The Project applicant would install 2-inch onsite water lines that would connect to the existing 27-inch diameter water line in Murrieta Road and would install a new 6-inch onsite sewer system that would connect to the existing 8-inch diameter sewer line in Murrieta Road. Locations of the proposed water and sewer lines are shown in Figure 3-4, *Sewer Plan*.

Drainage

The Project would install onsite storm drains that would flow to two proposed biotreatment modular wetland systems and eventually to a proposed underground storage chamber in the northeastern portion of the site. The two proposed biotreatment modular wetland systems would have a treatment capacity of approximately 50,240 cubic feet and the underground storage chamber would have a storage capacity of 154,076 cubic feet. In addition, the Project would include an offsite biotreatment modular wetland system with a treatment capacity of 0.693 cubic feet per second. The onsite drainage system would overflow into a proposed 72-inch to 84-inch storm drain (Line A-12) in Murrieta Road, which would connect to the existing Riverside County Flood Control channel north of Ethanac Road.

Street Improvements

The Project would pave Geary Street along the entire 990-foot Project frontage to a 40-foot width. The Project would pave the southbound portion of Murrieta Road to a 31-foot width along the entire 990-foot Project frontage with a 6:1 transition to the existing edge of the pavement north of the site and a 20:1 transition to the existing edge of the pavement south of the site. In addition, the Project would include construction of a 32-foot-wide private driveway along the entire 1,233.5-foot southern portion of the site. The Project would develop a 6-foot-wide sidewalk along Geary Street, Murrieta Road and the new driveway.

Offsite Improvements

The proposed Project would include improving the existing dirt road portion of Geary Street from the north end of the Project frontage to Ethanac Road. The offsite improvement and construction of Geary Street would include paving at a width of 36-feet and would not include construction of sidewalks or curbs.

Access and Circulation

Access to the proposed Project would be provided via two driveways from Geary Street and three driveways from Murrieta Road. Both driveways on Geary Street would be accessible by both passenger vehicles and trucks. The middle driveway on Murrieta Road would be limited to passenger vehicles only and would have a width of 30-feet. The driveways along Geary Street and the northern and southern driveways on Murrieta Road would have a width of 40-feet. The Project would include a 26-foot-wide fire access road throughout the site. The Project would include manual gates at the entrances to the truck court and loading dock area. In addition, the Project would include a 32-foot-wide private driveway along the southern boundary of the Project site.

Truck access to the Project site would primarily utilize Ethanac Road westbound, to Murrieta Road southbound. Truck traffic would access the site via the northern and southern driveways on Murrieta Road and would utilize the private truck only driveway along the south portion of the site to Geary Street northbound where all trucks would access the north driveway, while access to the southern driveway on Geary Street would be limited to 2-axle trucks only. Truck traffic would exit the site northbound on Murrieta Road via the northern most driveway with the provision of a traffic signal, and would exit the site via Geary Street northbound for the other driveways.

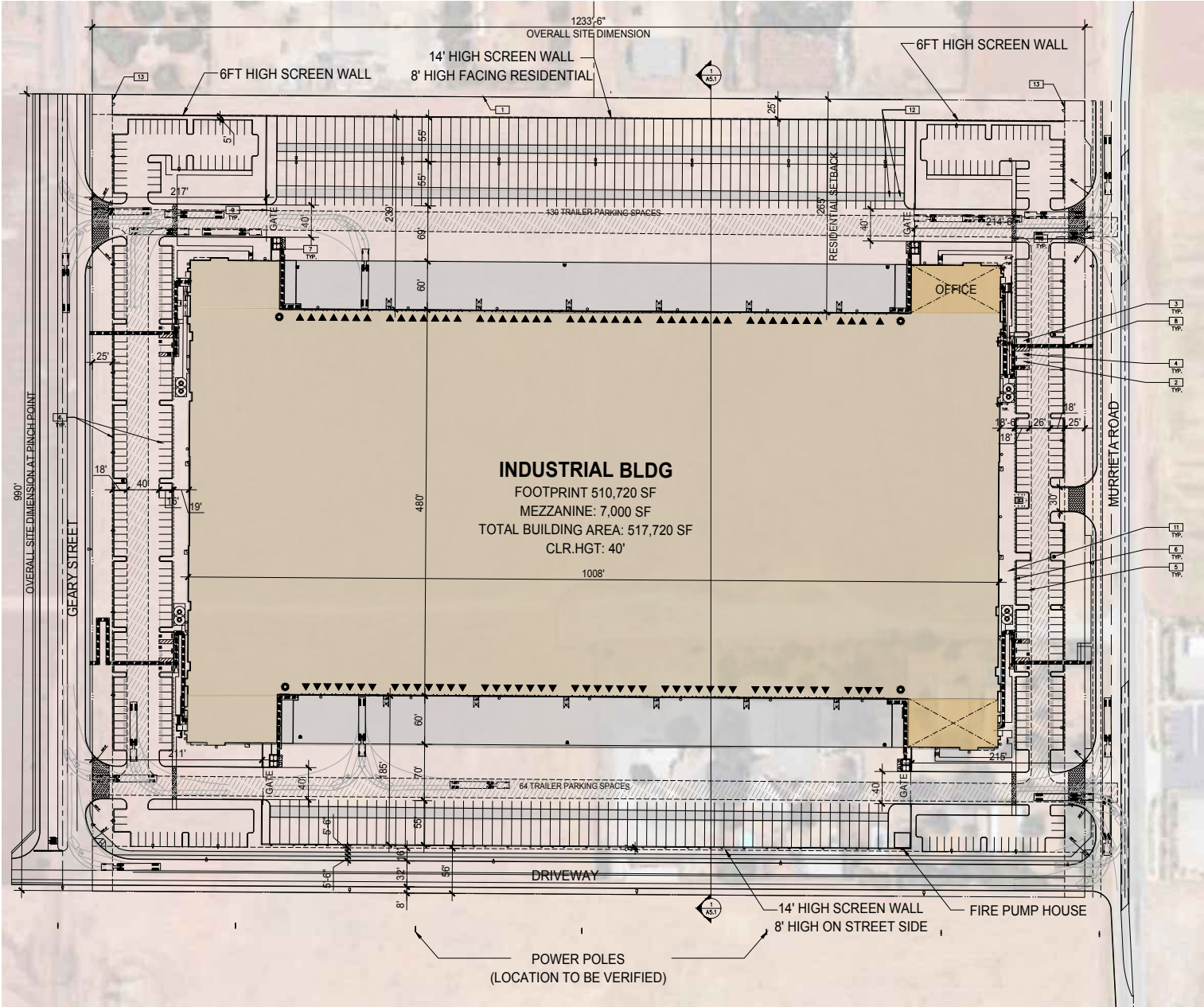
3.3 CONSTRUCTION

Construction activities for the Project would occur over one phase and in the following stages: (1) site preparation, which includes clearing any remaining infrastructure, utilities, and trenching for the

new utilities and services; (2) grading and excavation; (3) building construction; and (4) landscape installation, paving, and application of architectural coatings. Construction is expected to begin the first quarter of 2025 and last for 11 months. Project operations are expected to commence in 2026. Since the Project site is within a one-fourth mile radius from an occupied residence, construction shall be permitted Monday through Saturday from 6:30 a.m. to 7:00 p.m. 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.

Grading work of soils for the Project site would include approximately 163,600 cubic yards (CY) of cut and 192,000 CY of fill for a net import of 28,400 CY of soils. Construction activities include removal and re-compaction of soils to a depth of five feet below existing grade. Offsite grading work of soils would encompass an area of 4.5 acres and would include 2,050 CY of cut and 2,850 CY of fill for a net import of 800 CY of soil.

Conceptual Site Plan

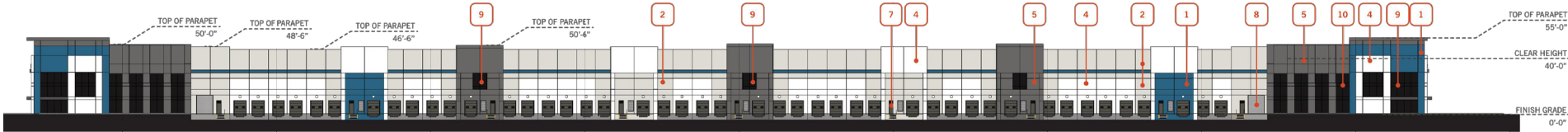


Ares Warehouse
 City of Menifee

Figure 3-1

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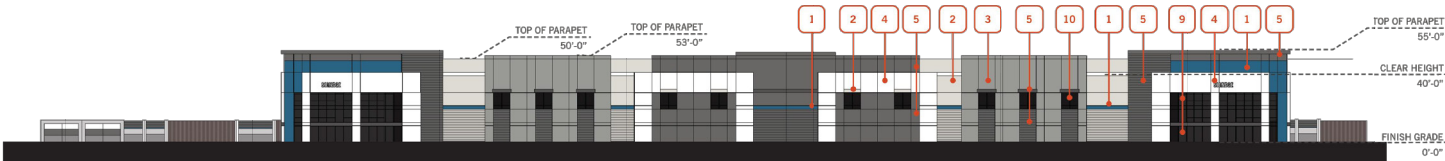
Building 1 Elevations



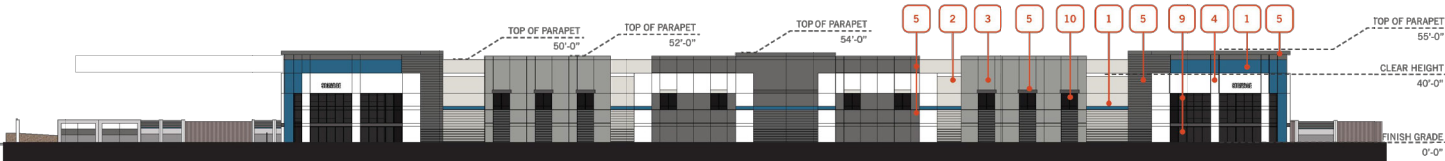
SOUTH ELEVATION 1" = 30'-0" SCALE



NORTH ELEVATION 1" = 30'-0" SCALE



WEST ELEVATION 1" = 30'-0" SCALE

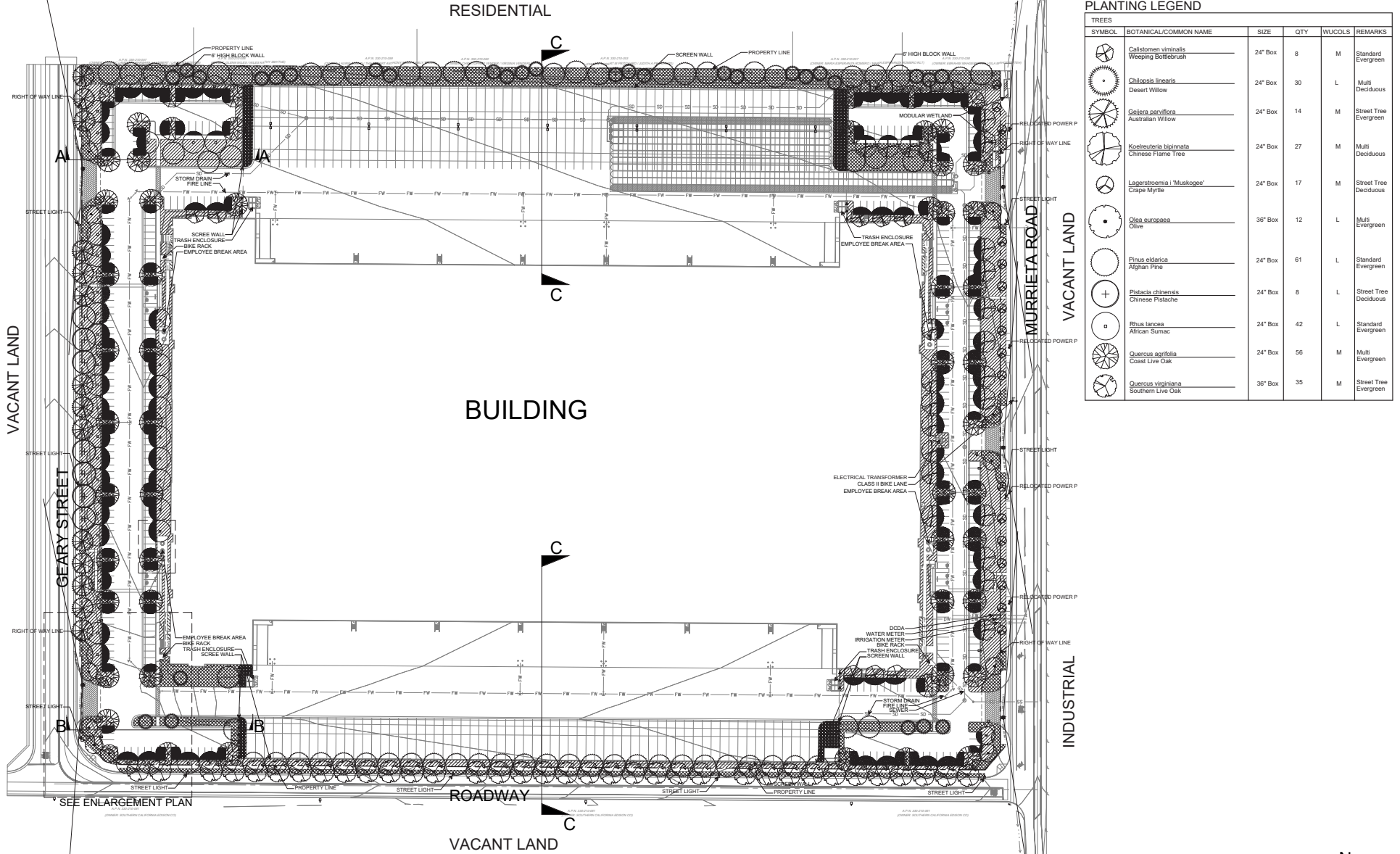


KEYNOTES

| | | |
|--|--|--|
| <p>1 SW6517 REGATTA</p> <p>2 SW7658 GRAY CLOUDS</p> <p>3 SW7076 CITYSCAPE</p> <p>4 SW7757 REFLECTIVE WHITE</p> | <p>5 SW7674 PEPPERCORN</p> <p>6 CONCRETE PANEL W/ HORIZONTAL REVEALS</p> <p>7 METAL DOOR, TYP</p> <p>8 12'X14' OVERSIZED DOCK DOOR</p> | <p>9 HIGH PERFORMANCE GLAZING W/ CLEAR ANNOZIZED ALUMINUM MULLION</p> <p>10 SPANDREL GLASS</p> |
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Conceptual Landscape Plan



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3.4 OPERATIONS

The Project is analyzed as a speculative high-cube industrial warehouse. Typical operational characteristics include employees traveling to and from the site, delivery of materials and supplies to the site, and truck loading and unloading activities. The Project is analyzed to operate 7 days a week, 24 hours a day.

The building is designed such that business operations would be conducted within the building, with the exception of traffic movement, parking, trailer connection and disconnection, storage and the loading and unloading of trailers at designated loading bays. The outdoor cargo handling equipment used during loading, and unloading of trailers (e.g., yard trucks, hostlers, yard goats, pallet jacks, forklifts) would be non-diesel powered, per contemporary industry standards.

Dock doors operations are speculative and dependent on the future tenant of the proposed building. The dock doors that are in use at any given time are usually selected based on interior building operation efficiencies. As a result, typically not all dock door positions are occupied at the same time throughout the day. Pursuant to State law, on-road diesel-fueled trucks are required to comply with air quality and greenhouse gas emission standards, including but not limited to the type of fuel used, engine model year stipulations, aerodynamic features, and idling time restrictions.

3.5 PROJECT OBJECTIVES

The Murrieta Road Warehouse Project has been designed to meet a series of Project-specific objectives that have been carefully crafted in order to aid decision makers in their review of the Project and its associated environmental impacts. The primary purpose of the proposed Project is to develop a vacant or underutilized property with a speculative warehouse building to provide an employment-generating use to help grow the economy in the City of Menifee. The Project would achieve this goal through the following objectives:

1. To make efficient use of underutilized property in the City of Menifee by adding to its potential for employment-generating uses.
2. To attract new business and employment to Menifee and thereby promote economic growth.
3. To create new jobs to reduce the need for members of the local workforce to commute outside the Project vicinity to work.
4. To develop an underutilized property to host industrial uses as permissible under current land use and zoning code.
5. To develop a new industrial project that is located along, and would utilize, a designated truck route to limit truck traffic through residential neighborhoods.
6. To develop an underutilized property consistent with the current General Plan and zoning that is conveniently located in the vicinity of I-215 and has access to available infrastructure, including roads and utilities to accommodate the growing need for goods movement within the region.

3.6 DISCRETIONARY ACTION REQUESTED

The discretionary approval, permits, and studies are anticipated to be necessary for implementation of the Project include, but may not be limited to the following:

City of Menifee

- Development Plan (Plot Plan) Approval
- Adoption of an Environmental Impact Report with the determination that the EIR has been prepared in compliance with the requirements of CEQA.
- Approvals and permits necessary to execute the Project, including but not limited to, grading permit, building permit, etc.

Other Agencies

- A National Pollutant Discharge Elimination System (NPDES) permit from the Santa Ana Regional Water Quality Control Board (RWQCB)
- Permits to install and operate a diesel fire pump from the South Coast Air Quality Management District.
- Encroachment Permit from the Riverside County Flood Control and Water Conservation District
- Road Encroachment Permit from the City of Perris

4 ENVIRONMENTAL CHECKLIST

4.1 BACKGROUND

| |
|--|
| <p>Project Title: Murrieta Road Warehouse Project</p> |
| <p>Lead Agency: City of Menifee 29844 Haun Road Menifee, CA 92586</p> |
| <p>Lead Agency Contact: Brett Hamilton, Senior Planner (951) 723 3747</p> |
| <p>Project Location: The Project site is located in the northern portion of the City of Menifee within the County of Riverside. The site totals approximately 28.27 acres and is generally located west of Murrieta Road, east of Geary Street, south of Floyd Avenue, and north of McLaughlin Road. The Project site is identified as Assessor’s Parcel Numbers (APN) 330-210-010, -011, -013, -062 and 330-560-001 through 330-560-040, 330-570-001 through 330-570-033, and 330-571-001 through 330-571-005. Regional access to the Project site is provided by Interstate 215 (I-215) off the Ethanac Road exit. Local Access to the site is provided by Geary Street and Murrieta Road. The existing site and surrounding area are shown in Figure 2-1, <i>Regional Location</i>, and Figure 2-2, <i>Local Vicinity</i>.</p> |
| <p>Project Sponsor’s Name and Address: IPT Menifee CC LLC 4675 MacArthur Court, Suite 625 Newport Beach, CA 92660</p> |
| <p>General Plan and Zoning Designation: The 28.27-acre Project site has a General Plan Land Use designation of Economic Development Corridor (EDC) and a zoning designation of Economic Development Corridor – Northern Gateway (EDC – NG). The EDC land use designation allows for development of industrial uses at up to a 1.0 floor area ratio (FAR). The EDC-NG zone is intended to allow for development of a business park area with more intensive industrial uses with less office than envisioned for the Scott Road EDC area. It is envisioned as a buffer and transition between the commercial/residential uses in Perris to the north and the residential uses in Menifee, south of McLaughlin Road. Warehouses are a permitted use in the EDC - NG zone.</p> |
| <p>Project Description: The Murrieta Road Warehouse Project (Project) proposes development of an approximately 517,720-square foot (SF) speculative warehouse building with a FAR of 0.48. The environmental analysis includes a development buffer in order to account for final design changes, equivalent to three percent of the building square footage, or 15,532 SF, which would result in a building area of 533,252 SF on a 28.27-acre site within the City of Menifee. Additional improvements include a parking lot and loading docks, ornamental landscaping, associated onsite infrastructure, and construction of offsite street improvements.</p> |
| <p>Surrounding Land Uses and Setting: North: Single-family residences. West: Geary Street followed by vacant land. South: Southern California Edison utility corridor followed by McLaughlin Road.</p> |

East: Murrieta Road followed by vacant land and a modular office building dealer lot.

Other Public Agencies Whose Approval is Required:

South Coast Air Quality Management District
Santa Ana Regional Water Quality Control Board
Riverside County Flood Control and Water Conservation District

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Assembly Bill (AB) 52 (Chapter 532, Statutes of 2014) establishes a formal consultation process for California tribes as part of the CEQA process and equates significant impacts on “tribal cultural resources” with significant environmental impacts (PRC Section 21084.2). AB 52 requires that lead agencies undertaking CEQA review evaluate, just as they do for other historical and archeological resources, a project’s potential impact to a tribal cultural resource. In addition, AB 52 requires that lead agencies, upon request of a California Native American tribe, begin consultation prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project.

AB 52 notices were sent on November 22, 2022, to California Native American tribes traditionally and culturally affiliated with the Project area. Two tribes submitted written consultation requests: Rincon Band of Luiseno Indians (RBLI) and Pechanga Band of Indians (PBI). RBLI was provided with additional information and subsequently concluded consultation. The City of Menifee has quarterly consultation meetings with PBI and discussed the proposed Project on January 23, 2023, and on April 13, 2023. Agua Caliente Band of Cahuilla Indians requested additional information and had no further comments. The City of Menifee also held a quarterly consultation meeting with Soboba Band of Luiseño Indians to discuss the Project on January 26, 2023.

4.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The subject areas checked below were determined to be new significant environmental effects or to be previously identified effects that have a substantial increase in severity either due to a change in project, change in circumstances or new information of substantial importance, as indicated by the checklist and discussion on the following pages.

| | | | | | |
|-------------------------------------|-----------------------------|-------------------------------------|----------------------------------|-------------------------------------|-------------------------------------|
| <input type="checkbox"/> | Aesthetics | <input checked="" type="checkbox"/> | Agriculture & Forestry Resources | <input checked="" type="checkbox"/> | Air Quality |
| <input checked="" type="checkbox"/> | Biological Resources | <input checked="" type="checkbox"/> | Cultural Resources | <input checked="" type="checkbox"/> | Energy |
| <input type="checkbox"/> | Geology /Soils | <input checked="" type="checkbox"/> | Greenhouse Gas Emissions | <input checked="" type="checkbox"/> | Hazards & Hazardous Materials |
| <input checked="" type="checkbox"/> | Hydrology / Water Quality | <input checked="" type="checkbox"/> | Land Use / Planning | <input type="checkbox"/> | Mineral Resources |
| <input checked="" type="checkbox"/> | Noise | <input type="checkbox"/> | Population / Housing | <input checked="" type="checkbox"/> | Public Services |
| <input type="checkbox"/> | Recreation | <input checked="" type="checkbox"/> | Transportation | <input checked="" type="checkbox"/> | Tribal Cultural Resources |
| <input checked="" type="checkbox"/> | Utilities / Service Systems | <input checked="" type="checkbox"/> | Wildfire | <input checked="" type="checkbox"/> | Mandatory Findings of Significances |

4.3 DETERMINATION

On the basis of this initial evaluation

- I find that the Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the 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 Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the Project MAY have a “potentially significant” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier analysis 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 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 Project, nothing further is required.

Brett Hamilton

Signature

October 30, 2023

Date

Brett Hamilton, Senior Planner

Name and Title

City of Menifee

Lead Agency

4.4 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 offsite 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. Guidelines 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 ANALYSIS

This section provides evidence to substantiate the conclusions in the environmental checklist.

5.1 AESTHETICS

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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 or visual setting. A scenic vista can be impacted in 2 ways: a development project can have visual impacts by either directly diminishing the scenic quality of the vista or by blocking the view corridors or “vista” of the scenic resource. Important factors in determining whether a proposed project would block scenic vistas include the project’s proposed height, mass, and location relative to surrounding land uses and travel corridors. The City of Menifee General Plan EIR designates 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 as scenic vistas.

The Project site is comprised of vacant, but previous developed land. Distant views of the surrounding foothills of the San Bernardino Mountains to the north, Santa Ana Mountains to the west, and the San Jacinto Mountains to the east are available from public vantage points on Geary Street and Murrieta Road, which border the Project site. The proposed Project would develop a new warehouse totaling 533,252 SF and measure a maximum height of 55 feet. The Project would comply with setback standards as required by Section 9.140.040 of the City Municipal Code, as shown in Table AES-1. Therefore, the Project does not encroach upon views of the neighboring mountains and foothills from pedestrians and motorists along public vantage points and impacts would be less than significant. This topic will not be evaluated further in the forthcoming EIR.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. There are no officially designated State scenic highways adjacent to the Project site. The closest Eligible State Scenic Highway according to the California Department of Transportation (Caltrans) is a portion of State Route 74 (SR-74), located approximately 1.4 miles northeast of the Project site. The Project site is not visible from either of these locations. Therefore, the Project would not result in any impacts scenic resource within a state scenic highway and this topic will not be evaluated in the forthcoming EIR.

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

Less than Significant Impact. The Project would change the scenic quality of the site from a vacant, previous developed site and would construct a new 533,252 SF warehouse building with parking lots, ornamental landscaping, associated infrastructure, and offsite street improvements. The Project site is bounded by undeveloped land, a commercial use property, and single-family residences. The Project site and its surrounding vicinity have a land use designation of Economic Development Corridor. As detailed in the City’s Land Use background document and definitions report, this designation is intended to accommodate the majority of the City’s new industrial development, in order to preserve other rural areas considered integral to the community character. The zoning designation for the Project site and vicinity is Economic Development Corridor – Northern Gateway (EDC – NC). The intention for this zone is to provide an industrial park area with more intensive industrial uses. Although the existing area is vacant and undeveloped, the Project is consistent with the EDC – NG zoning development standards as summarized in Table AES-1 below. Therefore, the Project would not conflict with applicable zoning regulations and impacts would be less than significant. This topic will not be further evaluated in the forthcoming EIR.

Table AES-1: Consistency with Site Development Standards

| Development Feature | EDC – NG Zoning Requirement | Project |
|---|-----------------------------|--------------------------------|
| Minimum Net Lot Area | 15,000 SF | 1,073,067 SF |
| Maximum FAR | 1.0 | 0.50 |
| Setbacks: | | |
| Front | 25 ft | 105.5 ft |
| Street Side | 15 ft | 125 ft, 113 ft |
| Adjacent to Residential | 25 ft | 205 ft, (265 ft to dock doors) |
| Maximum Height | 100 ft | 55 ft |
| Minimum Landscaping | 10% | 11% |
| Maximum Fence or Hedge Height screening outdoor storage | 12 ft | 8 ft |

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. Spill light occurs when lighting fixtures such as streetlights, parking lot lighting, exterior building lighting, and landscape lighting are not properly aimed or shielded

to direct light to the desired location and light escapes and partially illuminates a surrounding location. Sensitive uses (e.g., residential uses) surrounding the Project site could be impacted by the light from development within the boundaries of the Project site if light spill occurs.

Glare is the result of improperly aimed or blocked lighting sources that are visible against a dark background such as the night sky. Glare may also refer to the sensation experienced looking into an excessively bright light source that causes a reduction in the ability to see or causes discomfort. Glare generally does not result in illumination of off-site locations but results in a visible source of light viewable from a distance. Glare could also occur from building materials of the new structures, including glass and other reflective materials.

The Project site is currently vacant. Thus, there is no existing light and glare generated from the site. The Project would introduce new sources of light from new building security lighting, streetlights within the Project area, interior lights shining through building windows, and headlights from nighttime vehicular trips generated from the Project. Lighting would also be used during the construction phase for site security. Thus, the Project would increase lighting and glare compared to the existing condition. However, the Project would be subject to Sections 6.01.020 and 6.01.040 of the City Municipal Code, which requires lighting to be shielded, diffused or indirect to avoid glare to both on and offsite pedestrians and motorists. Thus, significant impacts would be less than significant and this topic will not be evaluated further in the forthcoming EIR.

5.2 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 the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

Potentially Significant Impact Less Than Significant with Mitigation Incorporated Less Than Significant Impact No Impact

| | | | | |
|--|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| 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? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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?

Potentially Significant Impact. The State of California Department of Conservation's Farmland Mapping and Monitoring Program is charged with producing maps for analyzing impacts on the state's agricultural resources. California's agricultural lands are rated based on soil quality and irrigation status. For CEQA purposes, the following categories qualify as "agricultural land": Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Grazing Land.

The Project site is identified by the Farmland Mapping and Monitoring Program as "Farmland of Local Importance" on the western half and "Other Land" on the eastern half. The site is currently vacant. The northern portion of the site has historically been used for agricultural uses. The parcels

to the east of the Project site past Murietta Road are designated as Prime Farmland and Farmland of Statewide Importance. As stated in the City of Menifee's General Plan EIR, Farmland of Local Importance is considered to be "Important Farmland" by the City. Although the proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, the Project would be converting Farmland of Local Importance to non-agricultural uses. Therefore, impacts are potentially significant and would be evaluated in the forthcoming EIR.

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

No Impact. The Williamson Act (California Land Conservation Act of 1965) restricts the use of agricultural and open space lands to farming and ranching by enabling local governments to contract with private landowners for indefinite terms in exchange for reduced property tax assessments. The Project site is designated as EDC by the City of Menifee General Plan, which is not intended for agricultural use and is intended as a "business park development with more traditional industrial uses (less office)." According to Menifee Municipal Code Section 9.140.030, the purpose of the EDC-NG Zone is to provide a buffer and transition between commercial and residential uses in Perris and Menifee, respectively. Warehousing, logistics, and distribution centers are a permitted use within the EDC-NG zone. Therefore, there would be no impacts, and this topic will not be evaluated in the forthcoming EIR.

The Project site is not under an active Williamson Act contract. Therefore, development of the proposed Project would not result in the cancellation of the contract, and impacts related to a Williamson Act contract would not occur and this topic will not be evaluated in the forthcoming EIR.

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. "Forest land" is defined as "land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits." "Timberland" is defined as "land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees." "Timberland Production Zone" (TPZ) is defined as "an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision (h)."

The Project site is designated as EDC-NG and is not zoned for forest land, timberland, or TPZ. Further, the Project site is located in an urbanizing area of the County and there is no forest land or forest resources on or in proximity to the Project site. Therefore, the proposed Project would not result in impacts to forests or timberlands. Therefore, this topic will not be evaluated in the forthcoming EIR.

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

No Impact. The Project site is not zoned as forest land and is located in an urbanizing area of the County. Additionally, the land on the Project site does not qualify as forest land as defined in Public Resources Code section 12220(g). Neither the General Plan nor the City's Zoning Code provides designations for forest land. There is no forest land or forest resources on or in proximity to the Project site. Consequently, the proposed Project would not result in the loss or conversion of forest land to non-forest use. Therefore, this topic will not be evaluated in the forthcoming EIR.

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?

Potentially Significant Impact. The Project site is currently vacant and previously developed and the site, and the vicinity, are not designated forest land by the General Plan. Thus, the proposed Project would not convert forest land to non-forest uses. However, the State of California Department of Conservation's Farmland Mapping and Monitoring Program designates the Project site as Farmland of Local Importance and areas across Murrieta Road are designated as Prime Farmland and Farmland of Statewide Importance. Therefore, potential impacts will be further evaluated in the forthcoming EIR.

5.3 AIR QUALITY

| Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|-------------------------------------|--|-------------------------------------|--------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Expose sensitive receptors to substantial pollutant concentrations? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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

Potentially Significant Impact. The City of Meniffee is located within the South Coast Air Basin (Basin). The Basin includes all of Orange County and portions of Los Angeles, Riverside, and San Bernardino Counties. Air quality within the Basin is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB). Standards for air quality within the Basin are documented in the SCAQMD’s Air Quality Management Plan (AQMP). The main purpose of an AQMP is to describe air pollution control strategies to be taken by a city, county, or region classified as a nonattainment area in order to bring the area into compliance with federal and State air quality standards. SCAQMD’s 2022 AQMP is based on regional growth forecasts for the Southern California Association of Governments (SCAG) region. Whether the proposed Project would exceed the growth assumptions in the AQMP is, in part, based on projections from local general plans. The Meniffee General Plan Land Use Element, adopted in 2013, designates the site as EDC. The proposed Project would be consistent with the General Plan; therefore, the Project would be consistent with the AQMP regional growth forecasts for the SCAG region.

A project is consistent with the regional AQMP if it does not create new violations of clean air standards, exacerbate any existing violations, or delay a timely attainment of such standards. Construction of the Project would generate exhaust from construction equipment and vehicle trips, fugitive dust from demolition and ground-disturbing activities, and off-gas emissions from architectural coatings and paving. The proposed Project would also result in the emission of pollutants into the Basin during Project operation from vehicle and truck trips, and stationary sources. The emission of pollutants resulting from construction (short-term) and operation (long-term) of the proposed Project have the potential to affect implementation of the AQMP. Therefore, the forthcoming EIR will evaluate any impacts the proposed Project may have on the attainment of regional air quality objectives. Mitigation measures will be recommended as needed.

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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Potentially Significant Impact. The Basin is designated under the California and National Ambient Air Quality Standards (NAAQS) as nonattainment for ozone (O₃), coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), and nitrogen oxides (NO_x) (California standard only).

Air quality impacts are divided into short-term construction and long-term operational impacts. Short-term impacts are the result of demolition, grading, and/or construction operations, which would be regulated by SCAQMD Rules 401 and 403. Long-term impacts are associated with the long-term operations of the Project. Implementation of the proposed Project may increase existing levels of criteria pollutants and contribute to their nonattainment status in the Basin during both construction and operational activities. Thus, an air quality analysis will be prepared to determine if the proposed Project would result in a cumulatively considerable net increase in any criteria air pollutant. This topic will be addressed in the forthcoming EIR, and mitigation measures will be recommended as needed.

c) Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Development pursuant of the proposed Project has the potential to expose sensitive receptors near the Project site and along its primary truck routes to emissions from mobile sources (i.e., trucks and car exhaust). The nearest sensitive receptors are single family residences directly adjacent to the north of the Project site and approximately 365 feet south of the Project site. Additionally, the I Can Preschool and Child Care is located approximately 0.3 miles southeast of the site. Due to the presence of sensitive receptors in the vicinity and the volume of truck traffic from development pursuant to the proposed Project, there is the potential to expose nearby sensitive receptors to substantial pollutant concentrations. Therefore, this topic will be further evaluated in the forthcoming EIR.

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 emit other emissions, such as those generating objectionable odors, that would affect a substantial number of people. The threshold for odor is identified by SCAQMD Rule 402, Nuisance, which states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to result in other emissions, such as objectionable odors, include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. Odors generated by the operation of the Project are not expected to be significant or

highly objectionable and would be required to be in compliance with SCAQMD Rule 402, which would prevent nuisances to sensitive land uses.

During construction, emissions from construction equipment, architectural coatings, and paving activities may generate odors. However, these odors would be temporary, intermittent in nature, and not expected to affect a substantial number of people. Additionally, noxious odors would be confined to the immediate vicinity of the construction equipment. By the time such emissions reach any residences, they would be diluted to well below any level of odor concern. Furthermore, short-term construction-related odors are expected to cease upon the drying or hardening of the odor-producing materials.

During operations, trucks and vehicles operating at the loading docks may emit odor. A southern California study (Zhu, 2002) showed measured concentrations of vehicle-related pollutants, including diesel exhaust, decreased dramatically (more than 90%) within approximately 300 feet. In addition, all Project-generated solid waste would be stored in covered containers and removed at regular intervals in compliance with solid waste regulations and would not generate objectionable odors. Therefore, impacts associated with operation- and construction-generated odors would be less than significant, and no further analysis is required in the forthcoming EIR.

5.4 BIOLOGICAL RESOURCES

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|-------------------------------------|--|------------------------------|-------------------------------------|
| 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? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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 Wildlife or U.S. Fish and Wildlife Service?

Potentially Significant Impact. The Project site is vacant, previously developed, and vegetated with grasses throughout a majority of the site.. The vegetation on the site could provide habitat for candidate, sensitive, or special status plant or wildlife species. As a result, a biological assessment will be prepared to evaluate whether the proposed Project has the potential to result in a substantial adverse effect on candidate, sensitive, or special status species. This topic will be analyzed in the forthcoming EIR and mitigation measures will be recommended, as needed.

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 Wildlife or U.S. Fish and Wildlife Service?

Potentially Significant Impact. A biological assessment will be conducted by a professional biologist to determine if the site has the potential to contain a riparian habitat or other sensitive

natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. This topic will be addressed in the forthcoming EIR, and mitigation measures will be recommended, as needed.

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?

No Impact. No known federally or state protected wetlands are present on the Project site as seen on the National Wetlands Inventory Wetlands Mapper. This topic will not be addressed in the forthcoming EIR.

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?

Potentially Significant Impact. A biological assessment will be conducted by a professional biologist to determine whether a migratory wildlife corridor exists on the site and if the proposed Project has the potential to impact the corridor.

In addition, the Project site includes vacant, previously developed land 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. Therefore, the proposed Project's potential impacts to migratory birds during construction and operation will be evaluated in the forthcoming EIR.

e) Conflict with any local policies or ordinances protecting biological resources?

No Impact. The City of Menifee Municipal Code Chapter 9.200 regulates tree protection and care with the purpose of maintaining a healthy urban forest in the city and to ensure the protection of trees during development and redevelopment of properties in the City. The section is intended to implement an effective urban forestry program to protect the health, safety, and welfare of the community. Section 9.200.010 of the City of Menifee Municipal Code defines heritage trees as those with certain characteristics (age, size, species, location, historical influence, aesthetic quality or ecological value). However, there are no trees located on the Project site. Therefore, the proposed Project activities would not impact heritage or protected trees and no conflict with local policies or ordinances protecting biological resources would occur. This topic will not be further evaluated in the forthcoming EIR.

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?

Potentially Significant Impact. The Project site is within the boundaries of the Western Riverside County Multi-Species Habitat Conservation Plan (MSHCP). The Project site is not located within a MSHCP Cell Group or a Criteria Cell. However, it is located within areas requiring habitat assessments for the burrowing owl (Section 6.3.2-Additional Survey Needs and Procedures) and Narrow Endemic Plant Species (Section 6.1.3- Narrow Endemic Plants). Therefore, a biological assessment pursuant to the requirements of the MSHCP will be prepared and the potential impacts of the proposed Project related to the MSHCP will be evaluated in the forthcoming EIR.

5.5 CULTURAL RESOURCES

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|-------------------------------------|--|-------------------------------------|-------------------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

No Impact. State CEQA Guidelines Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally, a resource is considered “historically significant” if it meets one of the following criteria:

- i. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- ii. Is associated with the lives of persons important in our past;
- iii. Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values;
- iv. Has yielded, or may be likely to yield, information important in prehistory or history.

The proposed Project area had been previously developed with modular residential structures in the southeast portion of the site. The residences have been demolished and the Project site is currently vacant. Due to the lack of onsite structures or distinctive characteristics listed above, buildout of the proposed Project would not result in any impacts to historical resources. Therefore, this topic will not be further evaluated in the forthcoming EIR.

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

Potentially Significant Impact. Although the Project site soils have been previously disturbed by agricultural activities, ground-disturbing activities of the proposed Project have the potential to uncover previously undiscovered archaeological resources. Therefore, it is possible that unidentified archaeological resources are located within the Project site. Thus, an archaeological resources assessment will be prepared as part of the forthcoming EIR and will include a literature review, records search, and site survey. Results of the archaeological resources assessment will be included in the forthcoming EIR, and mitigation measures will be recommended, as needed.

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

Less Than Significant Impact. The Project site does not contain a cemetery; however, the Menifee Valley Cemetery is a known formal cemetery located approximately 0.45 miles southeast of the Project site. Therefore, should human remains be unearthed during grading and excavation activities associated with development of the proposed Project, the construction contractor would be required by California law to comply with California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98. According to Section 7050.5(b) and (c), if human remains are discovered, the County Coroner must be contacted and if the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, the Coroner is required to contact the Native American Heritage Commission (NAHC) by telephone within 24 hours. Pursuant to California Public Resources Code Section 5097.98, whenever the NAHC receives notification of a discovery of Native American human remains from a county coroner, the NAHC is required to immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. According to Public Resources Code Section 5097.98(k), the NAHC is authorized to mediate disputes arising between landowners and known descendants relating to the treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials. Furthermore, 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, parties, and Lead Agency would be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).

Through mandatory compliance with California Health and Safety Code Section 7050.5, Public Resources Code Section 5097.98, and California Government Code 6254, as implemented through City standard conditions, the proposed Project would not result in significant impacts to human remains, and impacts would be less than significant. Therefore, the Project would result in a less than significant impact related to disturbance of human remains, and this topic will not be further evaluated in the forthcoming EIR.

5.6 ENERGY

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|-------------------------------------|--|------------------------------|--------------------------|
| a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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

Potentially Significant Impact. During construction of the 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.

Once operational, the proposed warehouse would generate demand for electricity, natural gas, as well as gasoline for motor vehicle trips. Operational use of energy would include the heating, cooling, and lighting of the building, water heating, operation of electrical systems and plug-in appliances within the building, parking lot and outdoor lighting, and the transport of electricity, natural gas, and water to the areas where they would be consumed.

The forthcoming EIR will quantify the amount of energy that would be used by both construction and operation of the proposed Project to identify if wasteful, inefficient, or unnecessary consumption of energy resources would occur from implementation of the proposed Project. Mitigation measures will be recommended, as needed.

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

Potentially Significant 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), Assembly Bill (AB) 1007 (Pavley 2007), Title 24 Energy Efficiency Standards, and the California Green Building Standards. The proposed Project would result in an increase in energy use. Therefore, the forthcoming EIR will further evaluate the energy use by the proposed Project and evaluate its consistency with the applicable plans and policies.

5.7 GEOLOGY AND SOILS

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| ii) Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iii) Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iv) Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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. In 1972, the Alquist-Priolo Special Studies Zones Act was signed into law. In 1994, it was renamed the Alquist-Priolo Earthquake Fault Zoning Act (A-P Act). The primary purpose of the Act is to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy across the trace of an active fault. The A-P Act requires the State Geologist (Chief of the California Geology Survey) to delineate “Earthquake Fault Zones” along with faults that are “sufficiently active” and “well-defined.” The boundary of an “Earthquake Fault Zone” is generally about 500 feet from major active faults and 200 to 300 feet from well-defined minor faults. The A-P Act dictates that cities and counties withhold development permits for sites within an Alquist-

Priolo Earthquake Fault Zone until geologic investigations demonstrate that the site zones are not threatened by surface displacements from future faulting.

According to the Menifee General Plan Figure 5.6-2, *Fault Map*, and the USGS U.S. Quaternary Faults Finder there are no active or potentially active faults known on the site or in the City of Menifee. Therefore, development of the proposed Project would not expose people or structures to potential substantial adverse effects, including the risk or loss, injury, or death. Therefore, any impacts related to rupture of a known fault lines would not occur and will not be further evaluated in the forthcoming EIR.

ii. Strong seismic ground shaking?

Less Than Significant Impact. According to the Menifee General Plan Fault Map and the USGS U.S. Quaternary Faults Finder there are no active or potentially active faults known on the site or in the City of Menifee. However, ground shaking could still occur as a result from faults in the Elsinore Fault zone approximately 10 miles southwest, the San Jacinto zone approximately 11 miles northeast, and the San Andreas fault zone located 25 miles to the northeast. The proximity of the site to the active faults will result in ground shaking during moderate to severe seismic events. However, structures built in the City are required to be built in compliance with the California Building Code (CBC) (California Code of Regulations, Title 24, Part 2) that provides provisions for earthquake safety based on factors including building occupancy type, the types of soils onsite, and the probable strength of ground motion. Compliance with the CBC would require 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 structure so that it would withstand the effects of strong ground shaking.

The proposed Project would also be developed in compliance with the Menifee Municipal Code, the recommendations of the Geotechnical Investigation (included as Appendix A to this Initial Study), and all other ordinances adopted by the City related to construction and safety. The Menifee Building and Safety Division would review the building plans through building plan checks, issuance of a building permit, and inspection of the building during construction, which would ensure that all required CBC seismic safety measures are incorporated into the building. Compliance with the CBC as verified by the City's review process, would reduce impacts related to strong seismic ground shaking to a less than significant level, and impacts related to ground shaking will not be further evaluated in the forthcoming EIR.

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.

Soils that are most susceptible to liquefaction are clean, loose, saturated, and uniformly graded fine-grained sands that lie below the groundwater table within approximately 50 feet below ground surface. Lateral spreading is a form of seismic ground failure due to liquefaction in a subsurface layer.

According to Exhibit S-3, *Liquefaction and Landslides*, of the Menifee General Plan Safety Element, the Project site is not identified as being within an area susceptible to liquefaction (City of Menifee 2013). In addition, the subsurface conditions encountered at the boring locations for the Geotechnical Investigation are not considered to be conducive to liquefaction. These conditions consist of mostly dense to very dense sandy soils with no evidence of a long-term groundwater table within the depths explored by the borings. Based on these considerations, liquefaction is not considered to be a design concern for this Project (SoCalGeo 2021). Additionally, compliance with the CBC as verified by the City's review process and included as a condition of approval, would reduce impacts related to seismic related ground failure to a less than significant level. Therefore, a less than significant impact related to seismic related ground failure would occur and this topic will not be addressed in the forthcoming EIR.

iv. Landslides?

No Impact. Landslides are the downhill movement of masses of earth and rock and are often associated with earthquakes; but other factors, such as the slope, moisture content of the soil, composition of the subsurface geology, heavy rains, and improper grading can influence the occurrence of landslides. As described above, the Project site is located in a seismically active region subject to strong ground shaking. However, the Project site is located in a flat area that does not contain nor is adjacent to large slopes, and the Project would not generate large slopes. As a result, implementation of the proposed Project would not expose people or structures to substantial adverse effects involving landslides, and impacts related to landslides would not occur and will not be further evaluated in the forthcoming EIR.

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. Grading activities that would be required for the proposed Project would expose and loosen topsoil, which could be eroded by wind or water. To reduce the potential for soil erosion and the loss of topsoil, construction activities would require a Storm Water Pollution Permit (SWPPP), which is mandated by the National Pollution Discharge Elimination System (NPDES) General Construction Permit (included as PPP WQ-1 herein) and enforced by the Santa Ana Regional Water Quality Control Board (RWQCB). 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 best management practices (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. Compliance with State and federal requirements would ensure that the Project would have a less than significant impact related to soil erosion or loss of topsoil.

Additionally, the proposed Project includes installation of landscaping adjacent to the proposed building and throughout the proposed parking areas. With this landscaping, areas of loose topsoil that could be eroded by wind or water would not exist upon operation of the proposed Project. In addition, the hydrologic features of the Project have been designed to slow, filter, and retain stormwater within landscaping and the proposed underground storage chamber system which would also reduce the potential for stormwater to erode topsoil. Furthermore, implementation of the proposed Project requires County approval of a Water Quality Management Plan (WQMP), which would ensure that RWQCB requirements and appropriate operational BMPs would be implemented

to minimize or eliminate the potential for soil erosion or loss of topsoil to occur. As a result, with implementation of existing requirements, impacts related to substantial soil erosion or loss of topsoil would be less than significant. This topic will not be addressed in the forthcoming EIR.

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. As described above, landslides are the downhill movement of masses of earth and rock and are often associated with earthquakes; but other factors, such as the slope, moisture content of the soil, composition of the subsurface geology, heavy rains, and improper grading can influence the occurrence of landslides. The Project site and the adjacent parcels are relatively flat, with a slight slope in the southeasterly direction, and do not contain any hills or steep slopes. As such, no landslides on or adjacent to the Project site would occur. Therefore, impacts related to landslides or rock falls would not occur from implementation of the Project.

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. According to Exhibit S-3, *Liquefaction and Landslides*, of the Menifee General Plan Safety Element, the Project site is not identified as being within an area susceptible to liquefaction (City of Menifee 2013). In addition, the subsurface conditions encountered at the boring locations for the Geotechnical Investigation are not considered to be conducive to liquefaction. These conditions consist of mostly dense to very dense sandy soils with no evidence of a long-term groundwater table within the depths explored by the borings. As such, the Geotechnical Investigation concluded that the potential for lateral spreading on the site is considered very low (SoCalGeo, 2021). In addition, the proposed Project would be required to adhere to CBC requirements to limit risk associated with lateral spreading. As such, compliance with CBC requirements, as ensured through the City's permitting process, would ensure that lateral spreading and liquefaction impacts would be less than significant.

Ground subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement, and occur in areas with subterranean oil, gas, or groundwater. Effects of subsidence include fissures, sinkholes, depressions, and disruption of surface drainage. According to the Geotechnical Investigation, an estimated shrinkage potential on the order of 7 to 17 percent is expected during removal and recompaction of native alluvial soils. A subsidence of 0.1 feet may be anticipated within the Project site (SoCalGeo 2021). However, risk of subsidence would be lowered through adherence to CBC grading and earthwork operation recommendations. Also, groundwater extraction is managed by groundwater management plans, which limits the allowable withdrawal of water and potential of subsidence. In addition, compliance with the CBC would be required by the Menifee Building and Safety Division, as implemented as a condition of approval. Compliance with the requirements of the CBC as part of the building plan check and development review process, would ensure that impacts related to subsidence would be less than significant.

In addition, the Geotechnical Investigation describes that site soils consist of artificial fill soils and native alluvial soils. The near-surface native alluvial soils within the upper six feet generally consist of silty clays and silty fine sands which possess variable strength and unfavorable

consolidation/collapse characteristics. The Geotechnical Investigation describes that the recommended remedial grading would remove all artificial fill soils and the upper portion of the near-surface native alluvium, including collapsible/compressible soils, and replace these soils as compacted structural fill (SoCalGeo 2021). Therefore, any potential impacts related to collapsible soils would be minimized by standard geotechnical engineering practices. As such, excavation and recompaction of the artificial fill soils in compliance with the CBC as required through the City's permitting process would ensure that collapse related impacts would be less than significant.

d) Be located on expansive soil, as defined in 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 well 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 experiences, such as southern California, have a higher potential of expansive soils than areas with higher rainfall and more constant soil moisture.

The Geotechnical Investigation, included as Appendix A, found the near-surface soils of the Project site artificial fill consisting of very stiff to hard silty clay, medium dense to dense silty fine sand and silty fine to coarse sand, which generally exhibit cementation. In addition, native alluvium was encountered beneath the fill soils or at the ground surface, which consist of medium dense to very dense silty fine sand, silty fine to coarse sand, fine to coarse sand and stiff to hard silty clay. Based on preliminary field investigation and laboratory testing, onsite soils possess a low to medium expansion potential (SoCalGeo 2021). However, as described previously, compliance with the CBC would require specific engineering design recommendations be incorporated into grading plans and building specifications as a condition of construction permit approval to ensure that the proposed Project structures would withstand effects related to ground movement, including expansive soils. Therefore, impacts would be less than significant, and this topic will not be addressed in the forthcoming EIR.

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. The proposed Project would develop new sewer infrastructure that would connect into existing sewer infrastructure and would not use septic tanks or alternative methods for disposal of wastewater into subsurface soils. Therefore, impacts related to septic tanks or alternative wastewater disposal methods would not occur and this topic will not be evaluated in the forthcoming EIR.

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

Less Than Significant Impact with Mitigation. Development of the proposed Project includes site preparation, grading, and other ground disturbance activities that have the potential to disturb alluvial deposits and paleontological resources on the site, if any. Thus, a site-specific Paleontological Resources Assessment, included as Appendix B, was prepared for the proposed Project by BFS A Environmental Services in January 2023 (BFS A 2023). The Paleontological Resource Assessment included a locality records search, literature review, and a field pedestrian survey. The records search indicates that no known fossil localities are present within the Project

boundaries or within one mile of the Project site. However, the records search found that the closest-known fossil localities are approximately five to seven miles southeast of the Project site and are associated with improvements to the Diamond Valley Lake Reservoir Project and consist specimens of Pleistocene mammal bones (BFSA 2023). Construction associated with the Diamond Valley Lake Reservoir yielded vast numbers of terrestrial Ice Age vertebrate fossils that were derived from the same types of alluvial fan deposits as mapped within the Project site. Geologically, the Project site is mapped as very thin, roughly 30 feet in depth, middle to early Pleistocene very old alluvial deposits that overlies granitic bedrock. Pleistocene deposits are considered to have high paleontological resource sensitivity. Due to the existence of Pleistocene very old alluvial fan deposits at and near the Project site and the presence of previously recorded fossil specimens less than five to seven miles from the site, it is possible that there are fossils underlying the Project site as research has confirmed high paleontological sensitivity at the Project site.

Thus, the Mitigation Measure GEO-1 will be included in the Project's mitigation monitoring and reporting program (MMRP), which requires full-time monitoring of undisturbed very old alluvial fan deposits during grading activities, starting at a depth of five feet below the surface, to mitigate impacts in the event that paleontological resources or unique geologic features are unearthed. Mitigation Measure GEO-1 also requires a Paleontological Resource Impact Mitigation Program (PRIMP) be implemented before the issuance of a grading permit. Therefore, with the implementation of mitigation measure GEO-1 the proposed Project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature and impacts would be less than significant with mitigation. Mitigation Measure GEO-1 will be incorporated into the Project's MMRP and this topic will not be evaluated further in the EIR.

Mitigation Measures

Mitigation Measure GEO-1: Paleontological Resource Impact Mitigation Program (PRIMP). Prior to issuance of grading permits, the applicant shall retain a qualified paleontologist approved by the City of Menifee to create and implement a PRIMP, subject to the guidelines outlined below, and the guidelines of the Society of Vertebrate Paleontology (2010) for any mass grading and excavation-related activities, including utility trenching, during construction within the property. This PRIMP, when implemented, would reduce potential impacts to paleontological resources to a level below significant:

1. The project paleontologist shall participate in a pre-construction project meeting with development staff and construction operations to ensure an understanding of any mitigation measures required during construction, as applicable.
2. Monitoring of mass grading and excavation activities in areas identified as likely to contain paleontological resources shall be performed by a qualified paleontologist or paleontological monitor supervised by a qualified paleontologist. Starting at five feet below the surface, monitoring shall be conducted full-time in areas of grading or excavation in undisturbed Pleistocene very old alluvial fan deposits. Earthmoving activities in areas of the project area where previously undisturbed strata will be buried but not otherwise disturbed will not be monitored. The project paleontologist or his/her assign will have the authority to reduce monitoring once he/she determines the probability of encountering fossils has dropped below an acceptable level.
3. Paleontological monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays. The monitor shall 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.
4. If fossil remains are encountered by earthmoving activities when the project paleontologist is not onsite, these activities will be diverted around the fossil site and the project paleontologist called to the site immediately to recover the remains.
 5. 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. 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.
 6. Particularly small invertebrate fossils typically represent multiple specimens of a limited number of organisms, and a scientifically suitable sample can be obtained from 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.
 7. 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.
 8. 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).
 9. 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.
 10. 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.
 11. 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 shall be submitted to the Community Development Department

- for review and approval prior to building final inspection as described elsewhere in these conditions. When the final report of findings is accepted by the Community Development Director it 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.
12. All reports shall be signed by the project paleontologist and all other professionals responsible for the report's content (e.g. Professional Geologist, Professional Engineer, etc.), as appropriate. Two wet-signed original copies of the report shall be submitted directly to the Community Development Department along with a copy of this condition, deposit-based fee and the grading plan for appropriate case processing and tracking.

5.8 GREENHOUSE GAS EMISSIONS

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|-------------------------------------|--|------------------------------|--------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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

Potentially Significant Impact. Global climate change is not confined to a particular project area. A typical project does not generate enough greenhouse gas (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. GHGs are produced by both direct and indirect emissions sources. Direct emissions include consumption of natural gas, heating and cooling of the building, landscaping activities, and other equipment used directly by land users. Indirect emissions include the consumption of fossil fuels for vehicle trips, electricity generation, water usage, and solid waste disposal.

Implementation of the proposed Project would generate GHG emissions during both construction and operation of the development. During construction, sources of GHG emissions include construction equipment and workers' commutes to and from the site. During operations, the proposed Project would generate GHG emissions from vehicular trips; water, natural gas, and electricity consumption; and solid waste generation. The proposed Project has the potential to generate a substantial increase in GHG emissions. Therefore, this issue will be further analyzed in the forthcoming EIR.

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

Potentially Significant Impact. The State of California, through its Governors and Legislature, has established a comprehensive framework for the substantial reduction of GHG emissions over the next 40-plus years. This will occur primarily through the implementation of Assembly Bill (AB) 32 (2006), Senate Bill (SB) 375 (2008), Executive Order S-3-05 (2005), Executive Order B-30-15 (2015), and SB 32 (2016), which address GHG emissions on a statewide, cumulative basis. The proposed Project would result in an increase in GHG emissions. Therefore, the forthcoming EIR will further evaluate the level of GHG emissions produced by the Project and evaluate its consistency with the applicable plans and policies.

5.9 HAZARDS AND HAZARDOUS MATERIALS

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|-------------------------------------|--|-------------------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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 typically defined as any material that due to its quantity, concentration, or physical or chemical characteristics, poses a significant potential hazard to human health and safety or the environment if released. Hazardous materials may include, but are not limited to hazardous substances, hazardous wastes, and any material that would be harmful if released.

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. Should tenants of the proposed building utilize or transport hazardous materials, the tenant/business would be required to comply with Riverside County Department of Environmental Health regulations, 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

Construction activities for the proposed Project would involve routine transport, use, and disposal of hazardous materials such as paints, solvents, oils, grease, and caulking. In addition, routine hazardous materials would be used for fueling and serving construction equipment onsite. These types of hazardous materials routinely used during construction are not acutely hazardous, and all storage, handling, use, and disposal of these materials are regulated by existing state and federal laws that the proposed Project is required to strictly adhere to. As a result, the routine transport, use or disposal of hazardous materials during construction activities for the proposed Project would be less than significant.

Operation

The proposed Project would operate one industrial warehouse with additional truck trailer parking, which generally use limited hazardous materials, such as: lubricants, solvents, cleaning agents, wastes, paints and related wastes, petroleum, wastewater, batteries, (lead acid, nickel cadmium, nickel, iron, carbonate), scrap metal, 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 proposed 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.

Construction

Accidental Releases. While 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, improper use, storage, transportation and disposal of hazardous materials and wastes could result in accidental spills or releases, posing health risks to workers, the public, and the environment. To avoid an impact related to an accidental release, the use of BMPs during construction are implemented as part of a SWPPP as required by the National Pollution Discharge Elimination System General Construction Permit. 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, 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.

Historical Use

In May 2021, Hillmann Consulting completed a Phase I Environmental Assessment (Phase I ESA) of all the parcels that comprise the Project site (Appendix C). From a review of the historical aerial photographs, the Project site had been developed for agricultural uses as what appears to be dry farming from 1938 to 2002. In 1985, small residential structures were constructed on a portion of the land but have since been demolished. Dry farming is not considered to be a concern (Hillmann Consulting 2021). Additionally, the proposed Project is planned for industrial development, and the area of the subject property would largely either be paved over or covered by improvements that make direct contact with the soil unlikely. Therefore, the impacts involving the release of hazardous materials related to historic uses is less than significant.

Recognized Environmental Conditions

The 2021 Phase I ESA identified one Recognized Environmental Condition (REC) and one *de minimis* condition related to the Project Site:

Soil Stockpiles. Several stockpiles of soil were observed on the vacant southwest portion of the site. A tenant indicated that the soil is from off-site. As recommended by the Phase I ESA, a Limited Phase II Subsurface Investigation Report was prepared by Hillmann Consulting in September 2021 (Appendix D). Soil sampling included screenings for organo-chlorine pesticides (OCPs), Title 22 Metals, Total Petroleum Hydrocarbons (TPHcc), Volatile Organic Compounds (VOCs), and Polycyclic Aromatic Hydrocarbons (PAHs). Results indicated there were no detectable levels of OCPs, TPHcc, or PAHs. Detected levels of VOCs and Title 22 Metals did not exceed conservative screening levels for residential applications. Therefore, impacts related to the soil stockpiles in the event of their removal would be less than significant.

De Minimis Condition. A greasy/oily stain was observed at the residential building on 26399 Murietta Road, likely associated with passenger vehicle parking. However, the Phase I ESA considered the stain a *de minimis* condition. As the Project would include development of the site with an industrial use, impacts related to the greasy/oily stain 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?

Less than Significant Impact. There are no schools within a one-quarter mile radius of the Project site. The closest school to the Project site is the I Can Preschool and Child Care located at 26704 Murrieta Road, Sun City, CA 92585, approximately 0.3 miles southeast of the Project site.

Construction

Heavy construction equipment (e.g., dozers, excavators, tractors) would be used for construction of the proposed warehouse. The equipment would be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous materials and may also generate hazardous emissions. As discussed in Section 5.9, *Hazards and Hazardous Materials*, response a) above, use of the hazardous materials would be regulated by the Riverside County Department of Environmental Health Hazardous Materials Branch. Additionally, as discussed in Section 6, *Air Quality*, construction-related emissions would be regulated by SCAQMD Rules 401 and 403. Therefore, potential construction-related impacts at the schools caused by hazardous emissions and materials would be less than significant.

Operation

As discussed in response 5.9(a) above, hazardous materials typically used at warehousing and light manufacturing facilities may include lubricants, solvents, cleaning agents, wastes, paints and related wastes, petroleum, wastewater, batteries, (lead acid, nickel cadmium, nickel, iron, carbonate), scrap metal, and aerosol cans. These materials would be handled in accordance with applicable laws and regulations. If business operations exceed certain thresholds, the businesses would also be required to comply with AB 2185 permitting requirements and create a Hazardous Materials Business Emergency Plan that addresses the safe handling, storage, and disposal of hazardous materials and actions to be taken in the event of hazardous materials spills, releases, and emergencies. The businesses would be required to install and maintain equipment and supplies for containing and cleaning up spills of hazardous materials. Workers would be trained to contain and cleanup spills and notify the Riverside County Department of Environmental Health Hazardous Materials Branch and/or other appropriate emergency response agencies, as needed. Additionally, the proposed building would be designed to allow all operations to be conducted within the building, with the exception of traffic movement, parking, trailer connection and disconnection, and the loading and unloading of trailers at the loading bays. Therefore, potential hazards would be contained within the proposed building.

The outdoor cargo handling equipment used during loading, and unloading of trailers (e.g., yard trucks, hostlers, yard goats, pallet jacks, forklifts) would be non-diesel powered, per contemporary industry standards. Potential hazardous emissions generated would mainly be related to vehicles accessing the site. Pursuant to State law, on-road diesel-fueled trucks are required to comply with air quality and greenhouse gas emission standards, including but not limited to the type of fuel used, engine model year stipulations, aerodynamic features, and idling time restrictions. Compliance with State law is mandatory and inspections of on-road diesel trucks subject to applicable State laws. Therefore, the use of hazardous materials and the generation of hazardous emissions through operation of the proposed Project would not pose a significant hazard at nearby schools, and operational impacts would be less than significant.

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 Impacts. The Phase I ESA (Appendix C) prepared for the Project site conducted a database search to determine if the Project site or any nearby properties are identified as having hazardous materials. The record search determined that the Project site is not identified on a list of hazardous materials sites. However, three nearby properties were identified on the State Hazardous Waste Site list. The Phase I ESA determined none of the nearby listings constituted a REC for the Project site. As a result, impacts related to hazards from being located on or adjacent to a hazardous materials site would not occur from implementation of the proposed Project. Therefore, the proposed Project would result in no impacts related to hazardous materials sites compiled pursuant to Government Code Section 65962.5.

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?

Less Than Significant Impact. The proposed Project is located approximately 1.43 miles southeast of the Perris Valley Airport, a privately owned and operated airport within the City of Perris. The proposed Project is within influence area Zone E, governed by the Riverside County Airport Land Use Commission (ALUC). The proposed Project is located within Zone E of the March Air Reserve Base, located over 10 miles northwest of the Project site. Additionally, the proposed Project is not located in any existing noise contours for either the Perris Valley Airport or March Air Reserve Base.

As adopted by the Riverside County ALUC, the Riverside County Airport Land Use Compatibility Plan (ALUCP) establishes policies applicable to land use compatibility planning in the vicinity of airports throughout Riverside County. However, review by the Riverside County ALUC is not required for the proposed Project as the City of Menifee is consistent with the Perris Valley Airport ALUCP and March Air Reserve Base ALUCP. Additionally, the proposed Project does not apply to any of the conditions requiring ALUC review under Policies 1.5.1 or 1.5.2 of the Riverside County ALUCP. Additionally, the Project does not propose any legislative actions that would require ALUC review. The proposed warehouse facility is consistent with the existing Economic Development Corridor (EDC) land use designation for the Project site and is also consistent with the EDC – NG zoning development standards as summarized in Table AES-1 above. Since the proposed Project is consistent with the City of Menifee land use designation for the site, the proposed Project would also be consistent with the ALUCP for both the Perris Valley Airport and March Air Reserve Base. Thus, the proposed Project would be consistent with the GP land use, airport land use planning, and safety review within the airport policy areas. Therefore, the proposed Project would not result in a safety hazard for people working on the site and impacts from the proposed Project would be less than significant..

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

Less Than Significant Impact. The emergency response plan in effect in Riverside County is the Riverside County Operational Area Emergency Operations Plan. Additionally, the City of Menifee has adopted the Emergency Management program, which outlines requirements for emergency access and standards for emergency responses. Specific plans under this program include the

Emergency Operations Plan (EOP) and the Local Hazard Mitigation Plan (LHMP). Based on the General Plan Exhibit S-9, *Evacuation Routes*, Murrieta Road is designated as an evacuation route.

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. The installation of new driveways, connections to existing infrastructure systems, widening of Murrieta Road, and related improvements would be implemented during construction of the proposed Project and would require the temporary closure of Murrieta Road. However, construction activities would not require the entire closure of Murrieta Road and any temporary lane closures needed for utility connections or driveway construction would be required through the City's permitting process to implement appropriate measures to facilitate vehicle circulation, as included within construction permits. Thus, implementation of the Project through the City's permitting process would ensure existing regulations are adhered to and potential construction-related emergency access or evacuation impacts would be less than significant.

Operation

Direct access to the Project site would be provided via five new driveways, two driveways from Geary Street and three driveways from Murrieta Road. Both driveways on Geary Street would be accessible by both passenger vehicles and trucks. The middle driveway on Murrieta Road would be limited to passenger vehicles only and would have a width of 30-feet. The driveways along Geary Street and the northern and southern driveways on Murrieta Road would have a width of 40-feet. The Project would include a 26-foot-wide fire access road throughout the site.

Project driveways and internal access would be consistent with the City's permitting procedures to meet the City's design standards, stated in the Menifee Development Code Chapter 9,160.050, to ensure adequate emergency access and evacuation. The proposed Project would also be required to provide fire suppression facilities (e.g., hydrants and sprinklers). The Office of the Fire Marshal and/or Engineering Department would review the development plans as part of the 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 such, 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?

Potentially Significant Impact. According to the CalFire Fire Hazard Severity Zone Map for the City of Menifee and the *High Fire Hazards Areas* Map in the City's General Plan EIR, the Project site is in a State Responsibility Area (SRA) High Fire Hazard Severity Zone (HFHSV). The site terrain is generally flat with vegetation susceptible to wildland fires. Therefore, impacts related to exposure of people or structures to wildland fire hazards will be analyzed in the forthcoming EIR.

5.10 HYDROLOGY AND WATER QUALITY

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|-------------------------------------|--|-------------------------------------|--------------------------|
| a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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 a substantial erosion or siltation on- or off-site; | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| iv) impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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

Potentially Significant Impact. The proposed Project would convert the vacant and previously developed land into a new warehousing facility. Development of the proposed Project would include construction activities such as grading, paving, and building construction. These activities could result in the generation of water quality pollutants that could violate water quality or waste discharge standards. Required permits pursuant to National Pollutant Discharge Elimination System (NPDES) regulations contain water pollution control requirements applicable to the proposed Project. The General Construction Permit issued by the State Water Resources Control Board requires the Project applicant to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP would specify Best Management Practices (BMPs) to be used during construction of the proposed Project to minimize or avoid water pollution.

The proposed Project would also result in development of new impervious surfaces with buildout of the proposed building, parking lots, and sidewalks that could increase the levels of polluted runoff as water infiltration rates would be reduced. A Water Quality Management Plan (WQMP) is also

required by NPDES regulations. The WQMP would specify BMPs to be used in Project design and Project operation. However, due to the amount of construction disturbance and change in onsite uses potential impacts to water quality will be evaluated in the forthcoming EIR, and mitigation measures will be recommended as needed.

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. Water is provided to the Project site by the Eastern Municipal Water District (EMWD). EMWD has prepared the 2020 Urban Water Management Plan (UWMP), which includes a characterization of water supply. As described in Section 4.1.1 of the UWMP, EMWD intends to utilize recycled water for the needs of the industrial sector, as much as possible. Additionally, the proposed Project is located within the San Jacinto Groundwater Basin and the West San Jacinto Groundwater Sustainability Agency Plan Area. The plan manages groundwater extraction, supply, and quality. Because the groundwater basin is managed through this plan, which limits the allowable withdrawal of water from the basin by water purveyors, and the proposed Project would not pump water from the Project area (as water supplies would be provided by EMWD), the proposed Project would not result in a substantial depletion of groundwater supplies. Further discussion of impacts to water supply is included in Section 5.19, Utilities and Service Systems.

Upon development, a large portion of the site would become impervious, which could change the infiltration rates. However, as described in Section 3, Project Description, buildout of the Project would include on- and off-site storm drain systems. Under the MS4 permit of the Santa Ana River Watershed in Riverside County, these systems are required to accommodate runoff from 85th percentile storm events. Therefore, with the inclusion of the proposed infiltration systems, impacts related to groundwater supply and recharge would be less than significant. This topic will not be further evaluated in the forthcoming EIR.

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 a substantial erosion or siltation on- or off-site?

Potentially Significant Impact. Implementation of the proposed Project has the potential to alter the drainage pattern onsite. As previously described, the proposed Project would require development of new drainage infrastructure. These changes could generate erosion or siltation during construction activities. Therefore, hydrology and drainage studies will be prepared for the proposed Project, and potential impacts related to erosion and siltation will be analyzed in the forthcoming EIR. The EIR will describe the requirements of the SWPPP that would specify BMPs to be used during construction of the proposed Project to minimize erosion or siltation. Mitigation measures will also be recommended, as needed to reduce potential impacts to erosion or siltation.

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

Potentially Significant Impact. As described in the previous responses, the proposed Project has the potential to alter the existing drainage pattern of the site. The proposed Project would also

result in development of new impervious surfaces with buildout of the proposed building, parking lots, and sidewalks that could increase the levels of runoff, as water infiltration rates would be reduced. Thus, hydrology and drainage studies will be prepared to analyze pre- and post-development changes to the rate and amount of surface runoff onsite. The forthcoming EIR will include analysis of potential impacts related to drainage, and mitigation measures will be recommended as needed.

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?

Potentially Significant Impact. As previously mentioned, the proposed Project would involve grading and change to the onsite drainage and has the potential to result in additional runoff, as water infiltration rates would be reduced. Thus, proposed Project impacts on existing and planned storm drainage systems will be analyzed in in the forthcoming EIR, and mitigation measures will be recommended as needed.

iv. impede or redirect flood flows?

Less than Significant Impact. According to the Flood Insurance Rate Map (FIRM), published by the Federal Emergency Management Agency (FEMA) (06065C2055H), the northeastern portion of the Project site is located in Zone X, which is classified as a moderate to low-risk flood area. All development within special flood hazards zones must comply with the applicable construction standards listed in Section 4.2.050 of the City Municipal code. Within these provisions, new buildings are required to include flood openings as to not impede flood flows. Therefore, with compliance with the City Municipal Code, the proposed Project would not impede or redirect flood flows, and impacts would be less than significant. This topic will not be further evaluated in the forthcoming EIR.

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

Less than Significant Impact. As previously stated, the proposed Project is within a moderate to low-risk flood zone. According to the California Department of Water Resources Inundation Maps, the northeast portion of the Project site is subject to inundation from failure of the Lake Perris dam and low-level outlet located approximately 7.6 miles northeast of the Project. The downstream hazard from the failures is classified as extremely high. In addition, the northeast portion of the Project site is subject to inundation from Lake Hemet located approximately 29 miles southeast of the site. Failure of the main dam would result in an extremely high downstream hazard that could flood the Project site. However, proper hazardous materials storage requirements, which include flood-specific provisions, as set by Cal/OSHA would be implemented in order to limit the risk of release of pollutants due to inundation of the proposed Project. Therefore, impacts related to the release of pollutants due to inundation would be less than significant. This topic will not be further evaluated in the forthcoming EIR.

A tsunami is a great sea wave produced by undersea disturbances such as tectonic displacement or large earthquakes. The Project site is located 32 miles northeast of the Pacific Ocean and separated by the Santa Ana Mountains. Therefore, the Project site would not have the potential to expose people or structures to a tsunami, and impacts related to risk release of pollutants due to a tsunami will not be further evaluated in the forthcoming EIR.

A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin such as a reservoir, harbor, lake, or storage tank. The Project site is located approximately 7.6 miles southwest of Lake Perris and 29 miles northwest of Lake Hemet. The spillway path for both Lake Perris and Lake Hemet would flow into the San Jacinto River which flows 1.10 miles northwest of the Project site. The water would likely remain in the San Jacinto River as it passes the site vicinity and would not impact the proposed Project. Thus, the Project site would not risk release of pollutants as a result of a seiche from the lakes.

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

Potentially Significant Impact. As described in the previous responses, the proposed Project would convert the vacant previously developed site into a warehousing facility that would generate pollutants, impervious surfaces, and utilize water supplies. Although existing regulations would require implementation of a SWPPP during construction and a WQMP during operation, whether the proposed Project would conflict with implementation of a water quality control plan or sustainable groundwater management plan will be evaluated in the forthcoming EIR, and mitigation measures will be recommended as needed.

5.11 LAND USE AND PLANNING

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|-------------------------------------|--|-------------------------------------|--------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

a) Physically divide an established community?

Less Than Significant Impact. The physical division of an established community could occur if a major road (expressway or freeway, for example) were built through an existing 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 a facility or land use could include lack of, or disruption of, access to services, schools, or shopping areas.

The proposed Project would construct a warehousing facility on a vacant previously developed site. The proposed Project use would be consistent with the EDC – NG zoning designation and would be developed adjacent to the existing roadway system. The proposed Project would also include the offsite roadway improvement of extending the existing dirt road of Geary Street. Geary Street would be paved and widened along the project frontage and north to Ethanac Road. Additionally, north of the Project site are residences, as described in Section 3, Project Description. However, the existing dirt road of Geary Street is already utilized by the residents north of the Project site. Thus, while the proposed Project would pave and extend the exiting dirt road, it would not result in the physical division of an established community and the disruption of or access to services, schools, or shopping areas. Therefore, impacts related to physically dividing an established community would be less than significant and will not be further evaluated in the forthcoming EIR.

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?

Potentially Significant Impact. The Project may have the potential to interfere with an applicable plan, policy, or regulation related to avoidance or mitigation of an environmental effect. Therefore, the Project's consistency with plans, including but not limited to the SCAQMD Air Quality Management Plan, SCAG Regional Transportation Plan/Sustainable Communities Strategy Policies, and Santa Ana River Basin Plan will be analyzed in the forthcoming EIR.

5.12 MINERAL RESOURCES

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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. There are no known mineral resources either on the Project site or in the immediate vicinity of the Project site that would be impacted by the Project. According to the General Plan EIR, in order to protect the availability of mineral resources of value, the California Department of Conservation identifies sites to which continuing access is important to satisfying mineral production needs of the region and the State. The relative importance of potential mineral resource sites is indicated by inclusion in one of four Mineral Resource Zones (MRZ):

- MRZ-1: No mineral resources;
- MRZ-2: Significant resource area (quality and quantity known);
- MRZ-3: Significant resource area (quality and quantity unknown);
- MRZ-4: No information (applies primarily to high-value ores).

The California Department of Conservation is primarily interested in preservation of access to significant resources areas included in MRZ-2. Based on the General Plan EIR Figure 5.11-1, *Mineral Resource Zones*, the Project site is designated as an Urban Area. Due to existing development, Urban Areas are not classified as mineral resource zones. Therefore, impacts related to known mineral resources would not occur from implementation of the proposed Project, and this topic will not be evaluated in the forthcoming EIR.

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 stated above, the Project site is not within a mineral resource zone as defined by the City of Menifee General Plan EIR. Therefore, impacts related to known mineral resources that are delineated on a land use plan would not occur from implementation of the proposed Project, and this topic will not be evaluated in the forthcoming EIR.

5.13 NOISE

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|-------------------------------------|--|------------------------------|--------------------------|
| 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? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Generation of excessive groundborne vibration or groundborne noise levels? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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?

Potentially Significant Impact. The proposed Project would develop the site for warehouse uses. Project-related short-term construction activities, as well as long-term operational activities may expose persons in the vicinity to noise levels in excess of standards established by City’s General Plan.

A Project-specific noise impacts analysis will be prepared to determine the potential short-term construction and long-term operational noise impacts associated with the generation of noise levels in excess of standards established local standards. This topic will be evaluated the forthcoming EIR, and mitigation will be recommended, as needed.

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

Potentially Significant Impact. Groundborne vibration or noise would be associated with construction activities at the Project site, including grading, and building construction, and with associated hardscape and landscape improvements. The operation of the proposed Project would include heavy trucks transiting on site to and from the loading dock areas. The noise impact analysis will include a vibration assessment to analyze the impact of vibration from trucking operations on nearby streets and roadways. This topic will be evaluated in the forthcoming EIR, and mitigation measures will be recommended, as needed.

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?

Potentially Significant Impact. The Project site is located approximately 1.43 miles southeast of the Perris Valley Airport and is within influence area E. Additionally, the proposed Project is located within Zone E of the March Air Reserve Base. As shown in the *Ultimate Noise Impacts Map* for Perris Valley Airport, the Project site would be exposed to noise levels of 55 db CNEL. Due to the close proximity to the airport, people working at the Project site may be exposed to excessive noise levels related to the Perris Valley Airport. Standard building construction consistent with the State of California Green Building Standards Code typically provides up to 25 dBA CNEL of exterior to interior noise attenuation. Implementation of the proposed Project would potentially expose people working at the Project site to excessive noise levels which would be further analyzed in the forthcoming EIR.

5.14 POPULATION AND HOUSING

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| 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)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

Less than Significant Impact. The proposed Project would develop a new industrial warehouse on a vacant, previously developed site that would be consistent with the General Plan approved in 2013. The site is located in a developed area of the City adjacent to existing roads and in close proximity to infrastructure and utilities.

The proposed Project would provide an increase of employment on the Project site that could lead to a potential population increase in the surrounding area. However, because Southern California Association of Government’s (SCAG) regional growth forecasts are based upon, among other things, land uses designated in land use plans, a project that is consistent with the land use designated in a General or Specific Plan would also be consistent with the SCAG’s growth projections. The proposed warehouse facility is consistent with the existing Economic Development Corridor (EDC) land use designation for the Project site. According to the SCAG, the generation rate for employees required for operation of industrial warehouse uses is 1 employee for every 819 SF of building space. As the proposed Project would operate 533,252 SF of building area, operation of the Project would require approximately 652 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 January 2023 was 4.9 percent, and the City of Perris was 5.8 percent (U.S. Bureau of Labor Statistics 2023). 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 proposed Project require employees to relocate to the area for work, there is sufficient vacant housing available within the region. Within the City of Menifee, 36,308 of 38,734 total housing units are occupied, resulting in a vacancy rate of 6.3 percent (State Department of Finance 2022). Thus, impacts related to unplanned population growth from the proposed Project would be less than significant.

In addition, Development of the Project would require expansion of infrastructure to serve the proposed uses at the site, including installation of new onsite water, sewer, and stormwater drainage lines as well as improved roadways as outlined in Section 3.0, *Project Description*. The improvements would serve only the operations of the proposed development and have not been sized to accommodate developments offsite. The Project would include development of driveways as well as roadway improvements within the Project site frontage to provide adequate access and circulation for passenger automobiles and truck traffic. Therefore, the proposed Project would not

induce unplanned population growth either directly or indirectly that could cause substantial adverse physical changes in the environment, and impacts would be less than significant.. This topic will not be further evaluated in the forthcoming EIR.

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 previously developed and does not contain any housing. Thus, the proposed Project would not displace a substantial number of people or housing units that would require construction of replacement housing, and this topic will not be evaluated in the forthcoming EIR.

5.15 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: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|-------------------------------------|--|-------------------------------------|--------------------------|
| Fire protection? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Police protection? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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:

i. Fire Protection and Emergency Services

Potentially Significant Impact. The City of Menifee contracts with the Riverside County Fire Department/Cal Fire (RCFD) for all fire and emergency services. The closest fire station to the Project site is Fire Station #7, located approximately 3.1 roadway miles southeast of the Project site, at 28349 Bradley Road, Menifee, CA 92586. RCFD staffing needs are determined by the number of calls and requests for fire, paramedic, and emergency response services. Construction and operation of the proposed warehouse would increase the number of structures and employees in the Project area. Although development of the proposed Project would comply with RCFD requirements and payment of applicable fire mitigation fees, the proposed Project may impact local fire response times potentially requiring the construction of new or expanded facilities. The Office of the Fire Marshal will be consulted to determine the adequacy of existing resources and Project impacts on fire services. This will be further evaluated in the forthcoming EIR.

ii. Police Protection

Potentially Significant Impact. The City of Menifee recently established the Menifee Police Department, which entered service in July 2020. The Police Department is located 5.8 roadway miles southeast of the Project on 29714 Haun Road, Menifee, CA 92586. The Project would develop the vacant site with a new warehouse facility. Construction and operation of the proposed Project would increase the number of structures and employees in the Project area, resulting in additional calls for police protection service. The Menifee Police Department will be consulted to determine existing police resources in the City and Project impacts to services potentially requiring the construction of new or expanded facilities. This topic will be discussed in the forthcoming EIR.

iii. School Services

Less Than Significant Impact. The proposed Project would be developed with one warehouse and related improvements. The light industrial uses would not be expected to generate impacts requiring the construction of new school facilities as the proposed Project would not construct residential development or directly result in an increase of residents. Nevertheless, pursuant to Government Code Section 65995 et seq., new residential and commercial/industrial development are required to pay school impact mitigation fees in the form of development fees, as adopted by the affected school district. SB 50 sets forth a state school facilities construction program that includes restrictions on a local jurisdiction's ability to condition a project on mitigation of a project's impacts on school facilities in excess of fees set forth in the Government Code. These fees are used to finance school facilities and accommodate student growth. According to Section 65996 of the Government Code, fees acquired under SB 50 constitute full mitigation of potential impacts upon the affected school districts, the Romoland Elementary and Middle School District and Perris Union High School District. Therefore, impacts are considered less than significant and the forthcoming EIR will not address potential impacts to schools.

iv. Parks

Less Than Significant Impact. The proposed Project would create a new warehouse facility and would not directly provide new housing opportunities and new residents in the area. The nearest park to the Project is Nova Park located 0.4 miles southeast of the site, at 25444 Nova Lane, Menifee, CA 92585. Although new employees may occasionally use local parks, such an increase in use would be limited and would not result in deterioration to facilities such that the construction or expansion of recreational facilities would be necessary. Therefore, any increased demand on the public parks within the city would be considered a less than significant impact. This issue will not be addressed in the forthcoming EIR.

v. Other Public Facilities

Less Than Significant Impact. The proposed Project involves the development of a warehouse and would not provide new housing opportunities to the area or result in a direct increase in the population of the Project area. As described previously, the employees needed to operate the Project are anticipated to come from the Project region and commute to the Project site. Thus, the proposed Project is not likely to create a significant increase in the use of other public facilities such as libraries, community centers, post offices or animal shelters. Therefore, impacts are considered less than significant and the forthcoming EIR will not address potential impacts to other public facilities.

5.16 RECREATION

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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. The proposed Project would construct a new industrial warehouse. Implementation of the proposed Project would not directly increase housing or population, which typically cause an increase in the use of existing neighborhood parks and other citywide recreational facilities. The nearest park to the Project is Nova Park located 0.4 miles southeast of the site, on 25444 Nova Lane, Menifee, CA 92585. Although new employees may occasionally increase the use of existing local parks, neighborhood and regionals parks, employees' limited use would not result in deterioration to facilities such that the construction or expansion of recreational facilities would be necessary. Any impacts related to the physical deterioration of existing recreation parks or facilities would be less than significant. This issue will not be addressed in the forthcoming EIR.

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

Less Than Significant Impact. The proposed Project would construct a new industrial warehouse facility. The Project applicant does not propose the construction or expansion of recreational facilities. As described above, the indirect increase in population as a result of new employment opportunities would not result in use of recreational facilities sufficient to cause deterioration such that the construction or expansion of recreational facilities would be necessary. Therefore, there would be less than significant impacts associated with recreational facilities and this topic will not be discussed in the forthcoming EIR.

5.17 TRANSPORTATION

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|-------------------------------------|--|-------------------------------------|--------------------------|
| a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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

Potentially Significant Impact. Development of the proposed Project would result in an increase in vehicle trips, which may conflict with local plans, policies, or ordinances pertaining to transit, bicycle, and pedestrian modes of travel. Construction of the proposed Project would also temporarily increase vehicle trips on nearby roadways and may affect these modes of travel. A description of the existing and planned circulation system addressing transit, bicycle, and proposed pedestrian (sidewalks) facilities will be evaluated to ensure the proposed Project does not impede these modes of travel. Impacts related to compliance with plans and policies that address the circulation system could occur with implementation of the Project, and these issues will be evaluated in the forthcoming EIR.

b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

Potentially Significant Impact. Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor’s Office of Planning and Research (OPR) to amend the State CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. SB743 specified that the new criteria should promote the reduction of GHGs, the development of multimodal transportation networks and a diversity of land uses. In response, Section 15064.3 was added to the CEQA Guidelines beginning January 1, 2019. Section 15064.3(c) states that the provisions of the section shall apply statewide beginning on July 1, 2020.

State CEQA Guidelines Section 15064.3 - Determining the Significance of Transportation Impacts states that Vehicle Miles Traveled (VMT) is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT. The City of Menifee TIA guidelines and application of the WRCOG VMT Screening Tool indicates that the proposed Project would not screen out of a VMT analysis. Therefore, a VMT analysis would be prepared utilizing traffic model runs obtained from the Riverside County Model (RIVCOM). Impacts related to VMT could occur with implementation of the proposed Project, and these issues will be evaluated in the forthcoming EIR.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Potentially Significant Impact. . The Project proposes to develop Geary Street from the Project frontage north to Ethanac Road. Design features of the proposed Project circulation plan, including access lanes, driveway entrances and exits, and internal roadways will be discussed in the forthcoming EIR regarding potential hazards such as sharp curves or dangerous intersections. Mitigation measures will be recommended as needed.

d) Result in inadequate emergency access?

Less than Significant Impact. Operation of the proposed Project would not result in inadequate emergency access. Access to the Project site would be provided via two driveways from Geary Street and three driveways from Murrieta Road. The proposed Project would include a 26-foot-wide fire access road throughout the site. The Project would also be required to design and construct internal access and provide fire suppression facilities (e.g., hydrants and sprinklers) in conformance with Chapter 8.20 of Title 8 of the Municipal Code. The Office of the Fire Marshal would review the development plans prior to approval to ensure adequate emergency access pursuant to the requirements in the Uniform Fire Code and Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9). As such, the proposed Project would not result in inadequate emergency access, and impacts would be less than significant and will not be discussed in the forthcoming EIR.

5.18 TRIBAL CULTURAL RESOURCES

| a) 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: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|-------------------------------------|--|------------------------------|--------------------------|
| i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code 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? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

a) 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:

- i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?***

Potentially Significant Impact. In addition to consultation with Native American tribes that have provided notification to the City pursuant to Assembly Bill 52, a Cultural Resources Assessment will be prepared with a literature review and records search related to potential site-specific tribal cultural resources that may be 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). Additionally, a Sacred Lands search request will be obtained from the NAHC as part of the tribal consultation process. Results of the updated Cultural Resources Assessment and tribal consultation will be included in the EIR. Mitigation measures will be recommended as needed.

- ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code 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?***

Potentially Significant Impact. Tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources (Public Resources Code § 21074). In order to determine whether any tribal cultural resources have the potential to be impacted by the proposed Project, California Native American tribes that are traditionally and culturally affiliated with the Project area will be contacted early in the CEQA process (Public Resources Code § 21080.3.1), and consultation

undertaken with those Native American tribes that express an interest in engaging in consultation for the proposed Project. The forthcoming EIR will evaluate potential impacts of the proposed Project on tribal cultural resources, and mitigation measures will be recommended as needed.

5.19 UTILITIES AND SERVICE SYSTEMS

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|-------------------------------------|--|-------------------------------------|--------------------------|
| a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Potentially Significant Impact. The proposed Project would be served by the existing 27-inch water line and 8-inch sewer line in Murrieta Road and would not require the construction or relocation of water or wastewater facilities. In addition, the Project would connect to the existing electric and natural gas facilities in Murrieta Road. However, development of the site also includes installation of new drainage facilities and roadway infrastructure improvements onsite and offsite. Construction of new storm drain facilities could have a potentially significant impact. Thus, the forthcoming EIR will evaluate the potential impacts of the construction of these facilities and recommend mitigation measures, as needed.

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. The Project area is served with potable water by EMWD. EMWD has prepared the 2020 Urban Water Management Plan (UWMP) in order to assess long-term water supply sources, demands, reliability, and conservation strategies. EMWD receives its water supplies from local and imported sources. Local supplies include recycled water, potable groundwater, and desalinated groundwater. Imported water is received from the Metropolitan Water District of Southern California (Metropolitan) and accounts for approximately half of EMWD's supply. Projected demands are based on planned development and land use of the

service area. Table UT-1 below summarizes the estimated water supply and demand of EMWD, which is projected to be balanced through 2045. Additionally, the Water Service Reliability and Drought Risk Assessment Section of the UWMP concludes that under dry and multiple dry year scenarios, stored groundwater and imported water from Metropolitan would be able to meet increased demands.

Table UT-1: Eastern Municipal Water District Projected Water Supply and Demand (acre-feet)

| | 2025 | 2030 | 2035 | 2040 | 2045 |
|-------------------|----------|----------|----------|----------|----------|
| Wholesale Supply | 145,930 | 157,320 | 168,900 | 178,700 | 187,100 |
| Wholesale Demand | 145,930 | 157,320 | 168,900 | 178,700 | 187,100 |
| Difference | 0 | 0 | 0 | 0 | 0 |
| Retail Supply | 62,970 | 57,580 | 60,000 | 62,300 | 64,400 |
| Retail Demand | 62,970 | 57,580 | 60,000 | 62,300 | 64,400 |
| Difference | 0 | 0 | 0 | 0 | 0 |

Source: EMWD 2020 UWMP

The proposed Project is consistent with the EDC land use designation, which would be classified as industrial use under the sectors analyzed within the UWMP. Therefore, water demands have been accounted for within the 2020 UWMP and impacts related to water supply availability would be less than significant. This topic will not be further evaluated in the forthcoming EIR.

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. The proposed Project is within the boundaries of the EMWD, subservice area of the Perris Valley Regional Wastewater Reclamation Facility (RWRF). The current capacity of the Perris Valley RWRF is 22 million gallons per day (mgd) (EMWD 2021). The facility has a typical daily flow of 15.5 mgd, leaving a remaining capacity of 6.5 mgd.

Based on Table 5.17-2 in the General Plan EIR, industrial uses have a wastewater generation factor of 13.6 gallons per capita per day (gpd). Assuming the Project would employ 652 people, the Project would produce approximately 8,867 gpd of wastewater. Therefore, the proposed Project’s wastewater generation would be within the current capacity of the Perris Valley RWRF and impacts would be less than significant. This topic will not be further evaluated in the forthcoming EIR.

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 proposed Project would increase the amount of solid waste generated from construction as well as during operation. The City of Menifee contracts with Waste Management, Inc. to transport trash to the El Sobrante Landfill and the Badlands Landfill, described below.

- The El Sobrante Landfill is permitted to accept 16,054 tons per day of solid waste and is permitted to operate through 2051. In January 2023, the landfill had a peak disposal tonnage of 13,692 tons (CalRecycle 2023). Thus, additional capacity is available for 2,362 tons of daily solid waste.
- The Badlands Sanitary Landfill is permitted to accept 5,000 tons per day of solid waste and is permitted to operate through 2059. In January 2023, the landfill had a peak

disposal tonnage of 4,382 tons (CalRecycle 2023). Thus, additional capacity is available for 618 tons of daily solid waste.

Assuming a conservative estimate based on peak disposal tonnage, the two landfills have a combined additional capacity of 2,980 tons per day of solid waste.

Construction

The proposed Project does not involve demolition of existing structures; however, construction of the proposed Project would generate solid waste for landfill disposal from construction packaging and discarded materials. Based on a construction waste factor of 3.89 pounds per square foot (EPA 1998), construction of the Project would generate approximately 1,037 tons of waste. However, Section 5.408.1 of the 2022 California Green Building Standards Code requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste. Therefore, construction activities would generate approximately 363 tons of solid waste to be disposed of at the landfill. As described in Section 3, Project Description, construction of the Project is estimated to span 10 months, which would equate to approximately 1.21 tons of solid waste per day. As described above, the two landfills have a combined additional capacity of 2,980 tons per day of solid waste. Therefore, waste generated by construction of the Project would be accommodated and impacts would be less than significant. This topic will not be further evaluated in the forthcoming EIR.

Operation

The City of Menifee General Plan EIR utilizes an industrial solid waste generation rate of 1.42 pounds per 100 square feet per day (City of Menifee General Plan EIR, 2013). Therefore, the proposed Project would generate about 3.79 tons per day of solid waste. Additionally, pursuant to Assembly Bill (AB) 52, the proposed Project would be required to implement a commercial recycling program in order to help meet the statewide goal of at least 75 percent solid waste disposal reduction by the year 2020. Implementation of the mandated commercial recycling program would help reduce the amount of solid waste generated during operation of the proposed Project. As the El Sobrante and Badlands Sanitary Landfills have a combined remaining capacity of 2,980 tons per day of solid waste, waste generated by operation of the proposed Project would be accommodated and impacts would be less than significant. This topic will not be further evaluated in the forthcoming EIR.

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

Less Than Significant Impact. AB 939, the Integrated Waste Management Act of 1989 (California Public Resources Code Section 40000 et seq.) requires all local governments to develop source reduction, reuse, recycling, and composting programs to reduce tonnage of solid waste going to landfills. Cities must divert at least 50 percent of their solid waste generation into recycling. Compliance with AB 939 is measured for each jurisdiction, in part, as actual disposal amounts compared to target disposal amounts. Actual disposal amounts at or below target amounts comply with AB 939. The City must comply with State law to reduce solid waste generation, promote reuse and require solid waste collection for recycling and composting. The City would require the Project to reduce solid waste generation and recycle materials as much as feasible to reduce solid waste. Additionally, as described above, the Project would be required to comply with Section 5.408.1 of the 2022 California Green Building Standards Code and AB 341, related to construction waste recycling and operational waste recycling, respectively. Because the Project would be required by the City to comply with all set standards, the Project would not have a significant impact to any

federal, state or local statues or regulations related to solid waste. As such, impacts would be less than significant, and this topic will not be further evaluated in the forthcoming EIR.

5.20 WILDFIRE

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|-------------------------------------|--|-------------------------------------|--------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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?

Potentially Significant Impact. According to the CalFire Fire Hazard Severity Zone Map for the City of Menifee and the High Fire Hazards Areas Map in the City’s General Plan EIR, the Project site is in a State Responsibility Area (SRA) High Fire Hazard Severity Zone (HFHSV). As previously stated in Section 5.9, Hazards and Hazardous Materials, Murrieta Road is designated as an evacuation route. However, the proposed Project would not physically interfere with an adopted emergency response plan or emergency evacuation plan. The proposed Project does not include any characteristics (e.g., permanent road closures or long-term blocking of road access) that would substantially impair or otherwise conflict with an emergency response plan or emergency evacuation plan. Further, the proposed Project would not obstruct or alter any transportation routes that could be used as evacuation routes during emergency events as the proposed Project would be required through the City’s permitting process to implement appropriate measures to facilitate vehicle circulation, as included within construction permits. Thus, implementation of the Project through the City’s permitting process would ensure existing regulations are adhered to and potential construction-related emergency access or evacuation impacts would be less than significant.

The proposed Project would provide adequate emergency access to the site via five new driveways, two driveways from Geary Street and three driveways from Murrieta Road. Both driveways on Geary Street would be accessible by both passenger vehicles and trucks. The proposed Project would also include a 26-foot-wide fire access road throughout the site. Project driveways and internal access would be consistent with the City’s permitting procedures to meet the City’s design standards, stated in the Menifee Development Code Chapter 9,160.050, to ensure adequate

emergency access and evacuation. The proposed Project would also be required to provide fire suppression facilities (e.g., hydrants and sprinklers). The Office of the Fire Marshal and/or Engineering Department would review the development plans as part of the 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). Thus, 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. As such, this topic will not be further evaluated in the forthcoming EIR.

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?

Potentially Significant Impact. The terrain of the Project site and vicinity is generally flat with vegetation susceptible to wildland fires. Additionally, wildfire risks could be exacerbated by the Santa Ana winds which affect the surrounding open space areas. Therefore, impacts related to this topic will be further evaluated in the forthcoming EIR.

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?

Potentially Significant Impact. The proposed Project would construct roadway improvements on Geary Street on the Project frontage and continuing north to Ethanac Road. As such, buildout of the roadways may result in temporary or ongoing impacts to the environment. This topic will be further evaluated in the forthcoming EIR.

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?

Potentially Significant Impact. The proposed Project would construct an offsite stormwater drainage system that may impact peak flows of the site in post-fire conditions. Therefore, impacts related to this topic will be further evaluated in the forthcoming EIR.

5.21 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? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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?

Potentially Significant Impact. Development of the proposed Project has the potential to impact habitat of a fish or wildlife species or rare, endangered species of plant or animal, or plant or animal communities. As previously stated, a site-specific biological resources study will be conducted to determine potential biological resources impacts. Additionally, Project ground-disturbing activities could damage previously undiscovered archaeological and/or tribal cultural resources. Thus, impacts to biological and cultural resources are potentially significant and will be analyzed in the forthcoming EIR. Mitigation measures will be recommended as needed.

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)?

Potentially Significant Impact. Cumulative impacts are defined as two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related past, present, and reasonably foreseeable or probable future developments. Cumulative impacts

can result from individually minor, but collectively significant, developments taking place over a period. The CEQA Guidelines, Section 15130 (a) and (b), states:

- a. Cumulative impacts shall be discussed when the project's incremental effect is cumulatively considerable.
- b. The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project. The discussion should be guided by the standards of practicality and reasonableness.

As described above, the proposed Project would construct a warehouse building and related improvements. The construction of the proposed Project would have the potential to result in cumulative impacts to agriculture and forest resources, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas, hazardous materials, hydrology and water quality, land use, noise, public services, transportation, tribal cultural resources, utility services, and wildfire. The extent and significance of potential cumulative impacts resulting from the combined effects of the proposed Project plus other past, present, and reasonably foreseeable future projects will be evaluated in the forthcoming EIR.

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

Potentially Significant Impact. Development of the site into a warehouse facility could directly or indirectly cause substantial adverse effects on human beings if not properly mitigated. The proposed Project could result in impacts to air quality, cultural resources, energy, geology and soils, greenhouse gas, hazardous materials, hydrology and water quality, land use, noise, public services, transportation, tribal cultural resources, utility services, and wildfire that all could result in adverse effects on human beings. Therefore, these impacts will be addressed in the forthcoming EIR, and mitigation measures will be recommended as needed.

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